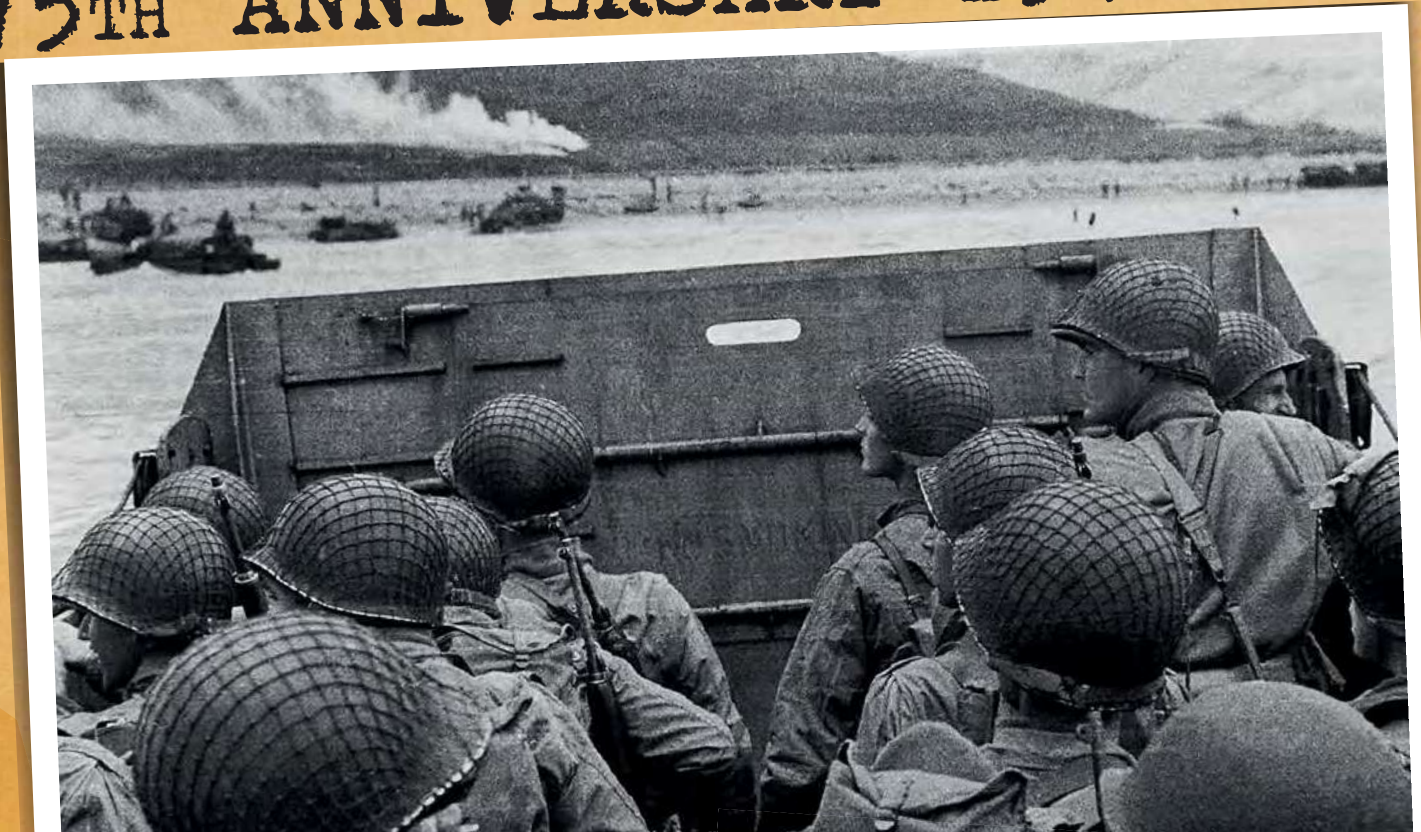
KEY

D-DAY GUIDE

75TH ANNIVERSARY 1944-2019



UTAH

OMAHA

GOLD

JUNO

SWORD

D-Day Guide
75th Anniversary
1944-2019
UK £6.99

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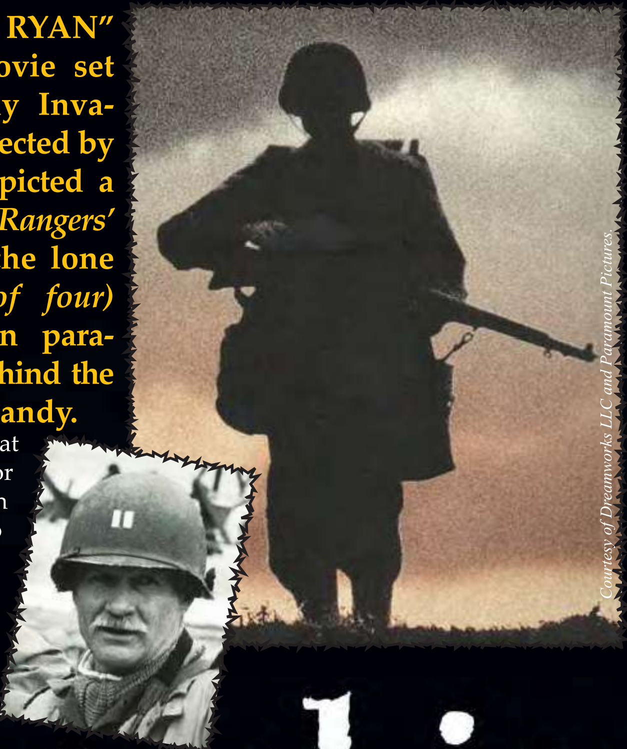
COMPLETE GUIDE TO THE BEACHES AND BATTLEFIELDS

KING & COUNTRY'S

'Searching for Pvt. Ryan'

"SAVING PRIVATE RYAN" was a 1998 WW2 movie set during the Normandy Invasion of June 1944. Directed by *Steven Spielberg* it depicted a squad of U.S. Army *'Rangers'* tasked with finding the lone surviving brother *(of four)* who is an American paratrooper somewhere behind the German lines in Normandy.

When released it won great critical and public acclaim for its realistic and grim depiction of men at war. It went on to win *5 Academy Awards* and was a huge success all over the world.



Courtesy of Dreamworks LLC and Paramount Pictures.

It also inspired King & Country to begin its D.DAY series of soldiers and fighting vehicles... **"NORMANDY'44"**.

KING & COUNTRY'S CONNECTION

Back in the year 2000, King & Country's cofounder and creative director, *Andy C. Neilson* met and became friends with *Capt. Dale Dye*, the military advisor on *"Saving Private Ryan"* and many other major war films and television series.

Andy presented Capt. Dye with the first 2 x sets of K&C D.DAY figures... *U.S. Army Rangers* and *Airborne Paratroopers* directly inspired by the movie ... *and Capt. Dye's work on it.*

Thus began a long friendship that continues to this day.

THIS ALL-NEW EDITION

Next year will be the *21st. Anniversary* of this great movie... ***and a great King & Country D.DAY collection!***

To celebrate, we are *'revisiting'* the movie and the real heroes who inspired it with **TWO** sets of ***4 figures*** each.

SET#1 portrays a 'Ranger' captain together with his BAR man, a rifleman and a corporal 'translator' as they move cautiously through the Normandy *'bocage'*.

SET#2 adds on a 'Ranger' sergeant followed by a marksman / sniper, a 'medic' and one more 'Ranger' rifleman.

Together they make a fine-looking squad... tough, battle-hardened and men on.

SEARCHING FOR WHO...?

PFC James F. Ryan of the *101st. Airborne* that's who… And here he is carrying a bazooka in one hand and his steel helmet in the other!

Finally, the Rangers have found their man and he can join all the other great **King & Country** WW2 figures and vehicles inspired by this great movie and the actual events of June 1944.

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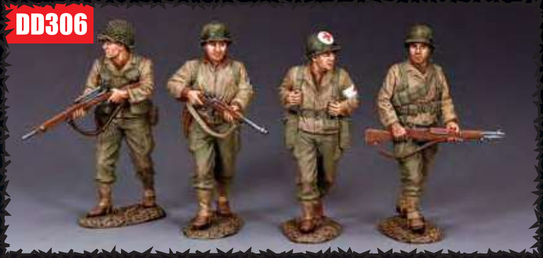

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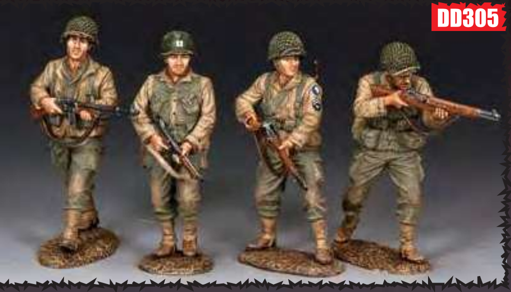

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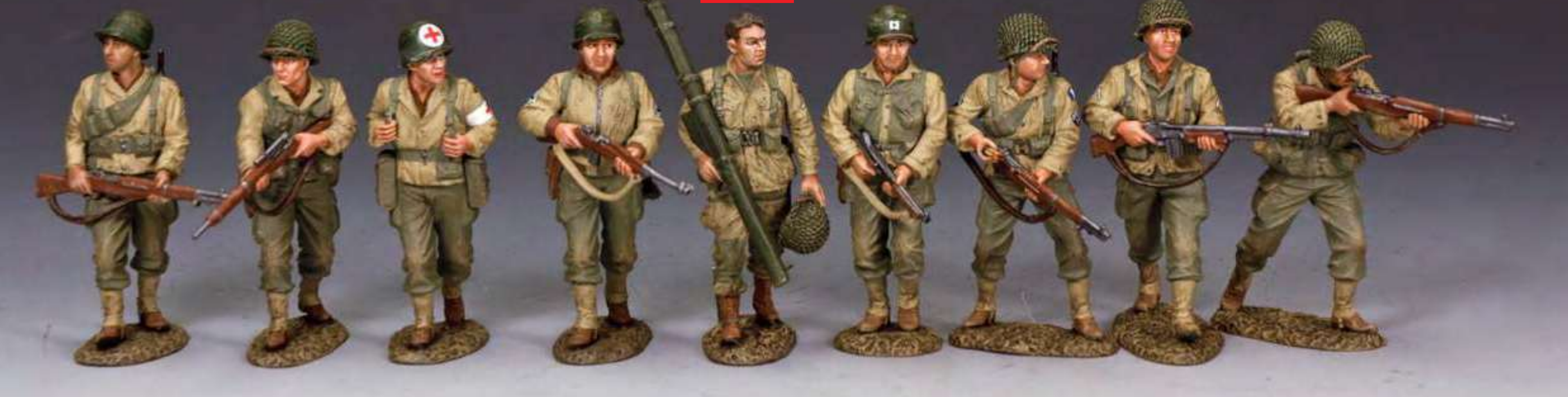

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That there's some corner of a foreign field
That is forever England.
Marine Ralph Jellicoe RM (1915-1944)
Private John Carroll DLI (1924-1944)

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BELOW: ***Poppies in the sand at Arromanches in 2018. The Allies suffered heavy casualties on D-Day as did French civilians caught up in the fighting and the German soldiers occupying France***

Ride with Help for Heroes to commemorate 75 years since the D-Day landings

Pay your respects to the Heroes of yesterday, whilst cycling alongside the Heroes of today

For more than ten years, the Help for Heroes Big Battlefield Bike Ride has used sheer pedal-power to raise funds in support of wounded, injured and sick Veterans, Service Personnel and their families.

Now, to mark the 75th anniversary of the D-Day landings, we are taking to the road once again. In June 2019 our army of fundraisers, alongside those we support, will cover up to 70 miles a day, taking in a number of France's historic battle sites along the way.

From Normandy's iconic beaches to the Bayeux War Cemetery, the ride will retrace the steps of those who fought, with war stories told by some of the UK's finest historians.

Join us as a fundraiser, on an adventure that you will never forget, to honour the incredible commitment, dedication and bravery of our Armed Forces past and present.

Can't commit to the Big Battlefield Bike Ride in 2019? Then why not register your interest for the 2020 ride now by calling our events team? All of the details you need are listed below.

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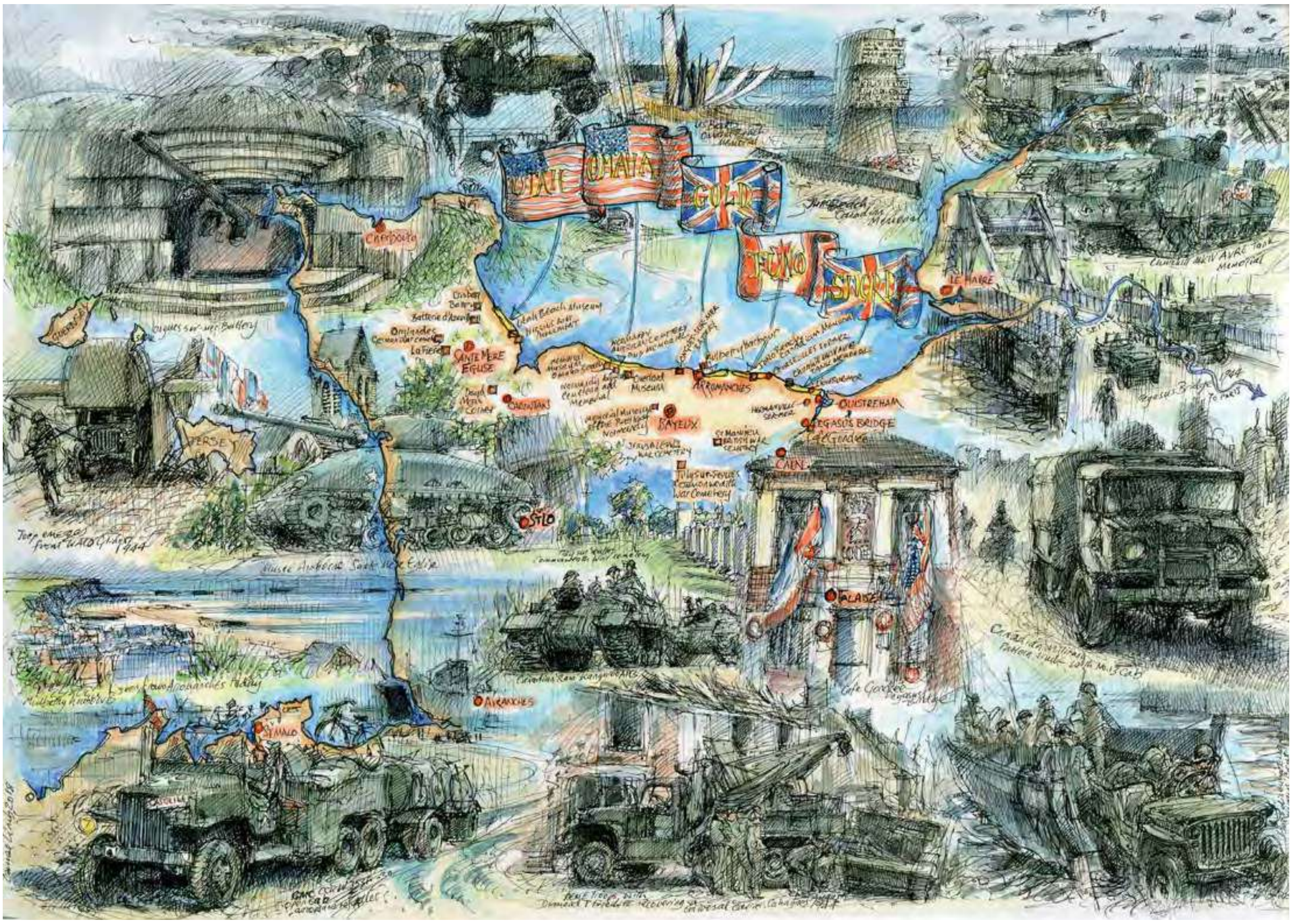
Sign up today, support our Armed Forces both past and present, and prepare to take back the beaches of Normandy.

HELP for HEROES
Big Battlefield Bike Ride
09–15 June 2019
NORMANDY BEACHES
REGISTER NOW



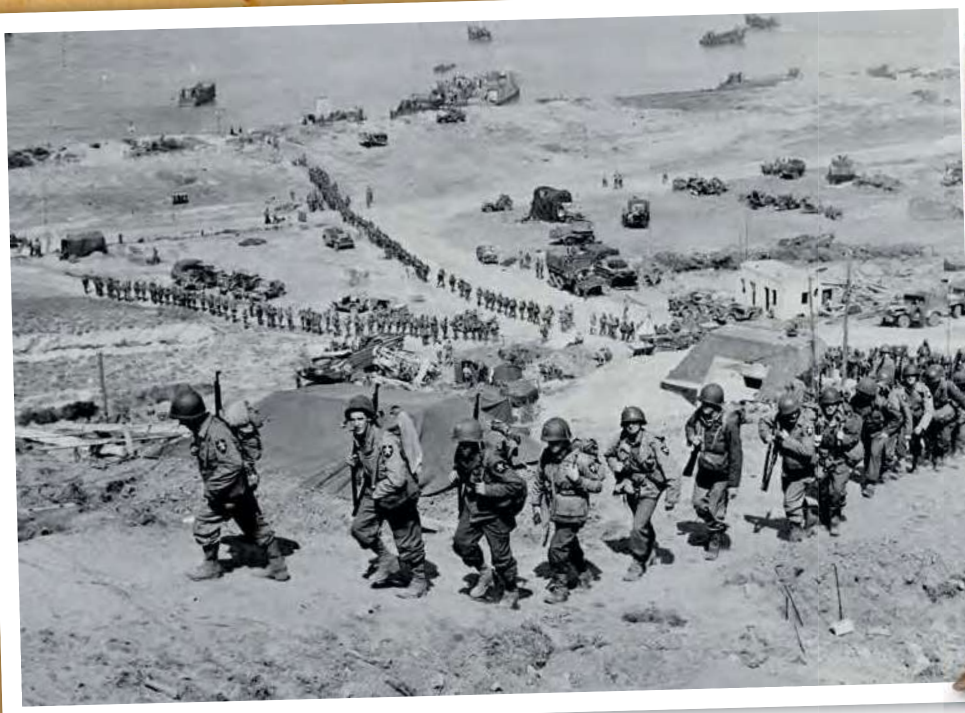
Introduction

In talking about D-Day it is all too easy to fall back on statistics because of the vast numbers of everything – ships, tanks, troops, aeroplanes, trucks, tons of concrete, etc – involved, in what remains, after 75 years, the world's largest ever amphibious landing. Its purpose was to ensure the defeat of the world's most heinous regime. To make it happen, planning for the deployment of soldiers, sailors and airmen from both sides of the Atlantic and countries far beyond, went on in an unprecedented fashion for more than two years. Geography was one of the problems, the Allied forces had to be in sufficient number to overcome the defenders' so-called Atlantic Wall but needed to get to that wall by crossing the English Channel and landing on French beaches. A large-scale raid on Dieppe in 1942 had turned into a debacle and proven the difficulties of trying to capture a port in a usable condition. The allies made the bold decision that they'd take ports – as big as Dover – with them.

Behind the Atlantic Wall the German defenders were led by Field Marshal Erwin Rommel. Nicknamed the 'Desert Fox', his successes fighting the allied First and Eighth Armies in North Africa had given him almost mythical status in Britain. Posted to France he was aware of the task he faced when, on April 22, 1944, he said: "The first twenty-four hours of the invasion will be decisive. The fate of Germany depends on the outcome. For the Allies as well as Germany, it will be the longest day."

ABOVE: ***Staff Sergeant Don Hall RA landed on Juno on June 6 1944, four years after being evacuated from Dunkirk. He was at the ceremony in Arromanches on June 6, 2018***

The allied planners also realised this and knew that the Germans would attempt to stop the invasion at the beaches and devised numerous schemes to reduce the defenders' advantages. These included secretly surveying stretches of coast to assess their suitability for landings, setting up elaborate schemes to deceive the Germans about where the landings would take place, liaising with the French Resistance and, closer to D-Day, bombing railway yards to hamper the Germans' ability to rush reinforcements to Normandy. This, of course, was also the thinking behind the Italian campaign being fought by British and American soldiers to tie up German divisions following Italy's capitulation.



THE 1939-1945 STAR
THE FRANCE AND GERMANY STAR

"Wounds my heart with a monotonous languor," was the BBC message broadcast for French Resistance fighters, informing them that the invasion was on. The deceptions must have worked to some extent because it is reported that Adolf Hitler asked of Field Marshal Wilhelm Keitel during the afternoon of June 6, "Well, is it or isn't it the invasion?"

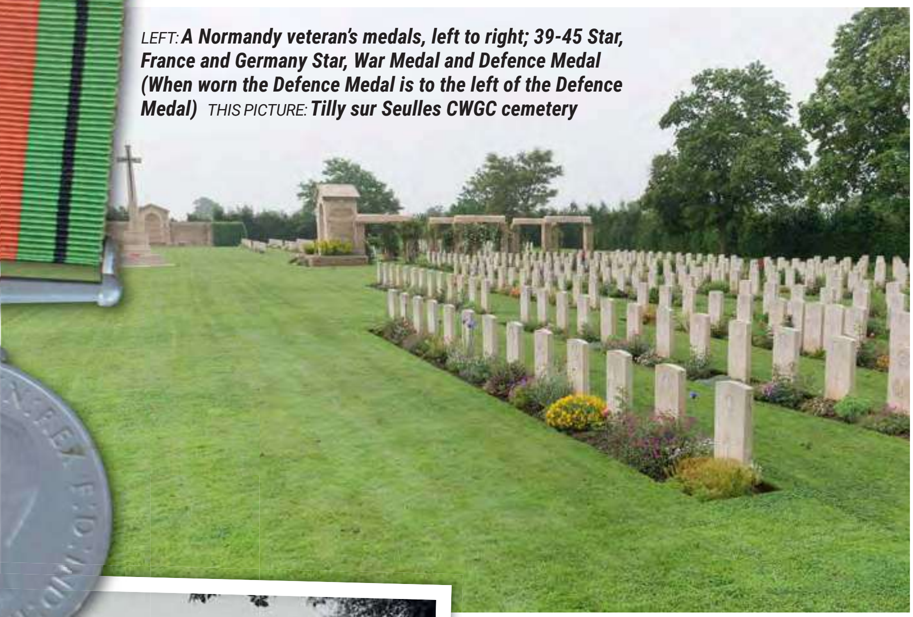
General Dwight D Eisenhower, Supreme Allied Commander, on June 6 was aware of the importance of the undertaking when he addressed allied troops saying: "You are about to embark upon the Great Crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you. In company with our brave Allies and brothers-in-arms on other fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world. Your task will not be an easy one. Your enemy is well trained, well equipped and battle hardened. He will fight savagely..."

King George VI also seems to have been aware of the importance of the history that was about to be made, saying in a radio address on June 6, "At this historic moment surely not one of us is too busy, too young, or too old to play a part in a nation-wide, perchance a world-wide vigil of prayer as the great crusade sets forth." Such words may bring to mind Shakespeare's *Henry V* but, for those who'd be on the beaches, the language was more earthy... "You get your ass on the beach. I'll be there waiting for you and I'll tell you what to do. There ain't anything in this plan that is going to go right," said Colonel Paul R Goode, addressing the 175th Infantry Regiment, US 29th Infantry Division, before D-Day.

Col George A Taylor, commanding the 16th Infantry Regiment, US 1st Infantry Division, on Omaha Beach put it even more bluntly: "Two kinds of people are staying on this beach – the dead and those who are going to die."

Robert Coupe, from Blackpool, was called up shortly after his 18th birthday and underwent basic training before being posted to the 5th Battalion, East Lancashire Regiment, part of 197th Brigade of the 59th Infantry Division being prepared for the invasion of Europe. He was quoted in the *Daily Telegraph* of June 6, 2013, "One hundred of us set off but only eighteen of us arrived," he said. "Our main adversaries in the battle were the 1st and 12th

ABOVE: **Jeep and Harley-Davidson WLA in 2018** TOP LEFT: **2nd US Infantry Division troops and equipment going up the bluff via the E-1 draw on Omaha Beach on June 7** BELOW: **The remains of the Mulberry Harbour at Arromanches viewed from Cap Manvieux**



LEFT: **A Normandy veteran's medals, left to right; 39-45 Star, France and Germany Star, War Medal and Defence Medal (When worn the Defence Medal is to the left of the Defence Medal)** THIS PICTURE: **Tilly sur Seulles CWGC cemetery**

Panzer Divisions and elements of the 21st Panzer Grenadiers. These so-called elite troops played every dirty trick in the book, and they knew plenty from their Russian front experiences, fanatical in the extreme and happy to die for Adolf Hitler. They got their death wish in the ruins of Caen."

It was the ordinary men such as him that grew up in the shadow of the slaughter of World War One, who didn't want to be soldiers, who made up the numbers and often paid the price. Slightly self-indulgently, here are the notes from my diary of June 4, 2014 while visiting the Normandy beaches for what was then the 70th anniversary of D-Day. "We board [the Portsmouth - Caen ferry] all of a sudden, lots of veterans on board; more than I expect, but it's the ferry on the 4th so not as surprising as it seems I suppose. Humbly, the Captain welcomes the heroes on board. There's singing girls, 'The Candy Girls', to welcome them. There's a helicopter flypast and a water salute sprayed by an escort as the ferry sails out. The ferry is decked out in allied flags; France, Canada, USA, GB, and red, white and blue balloons.

"Old men in Marks and Spencer jackets and trousers, glasses, bald or grey-haired; some have a beer, some a cup of tea. Some are sprightly and don't look their age. Others are infirm and some are in wheelchairs, but what unites them all are their blazer badges and medal ribbons; Royal Tank Regiment, Parachute Regiment, Durham Light Infantry, Royal Norfolk Regiment, Royal Navy and, of course, Normandy Veterans Association (NVA). France and Germany campaign medal ribbons are to be expected of course, but there's Italy, Africa and Burma ribbons too. And gallantry medals. I truly am in the company of heroes.

"Sons, daughters and old ladies accompany these men, patiently helping with jackets, waiting for those who walk slowly and listening as they tell tales they've doubtless told before. I realise yet again, how big a thing these ordinary guys from Basildon and Bolton achieved. A stooped man with a stick shuffles past but the Parachute Regiment wings on his blazer pocket are testament to another time when he was a giant. I see him again at the bar later, a red beret casually tucked in his jacket pocket and a grey-haired lady helps him to a seat with his whisky and ice then sips her tea. Maybe this is what Valhalla is like. I'm still in the corner when he leaves, there's a couple of steps to negotiate and as his wife, helping, touches the small of his back, I see a lifetime's love.

"The entertainments manager on board starts the quiz, jokingly saying that, 'we're playing for life-changing prizes...'

"I think to myself, 'the men here have already done that, as the liberation of Europe was life changing for many in many ways.' I'm not being churlish because the chap is being totally respectful, and Brittany Ferries is clearly conscious of the responsibility it has to this anniversary.

"Other groups catch my eye; two Brummy blokes with France and Germany medal ribbons, one's son towering over them. Behind them is a slightly bewildered-looking woman with her dad, he chats to two tattooed, sports-biker-types who listen enthralled. It reminds me that these ordinary blokes were the 'numbers' that allowed the liberation to succeed – something I'll get to again before I go home.

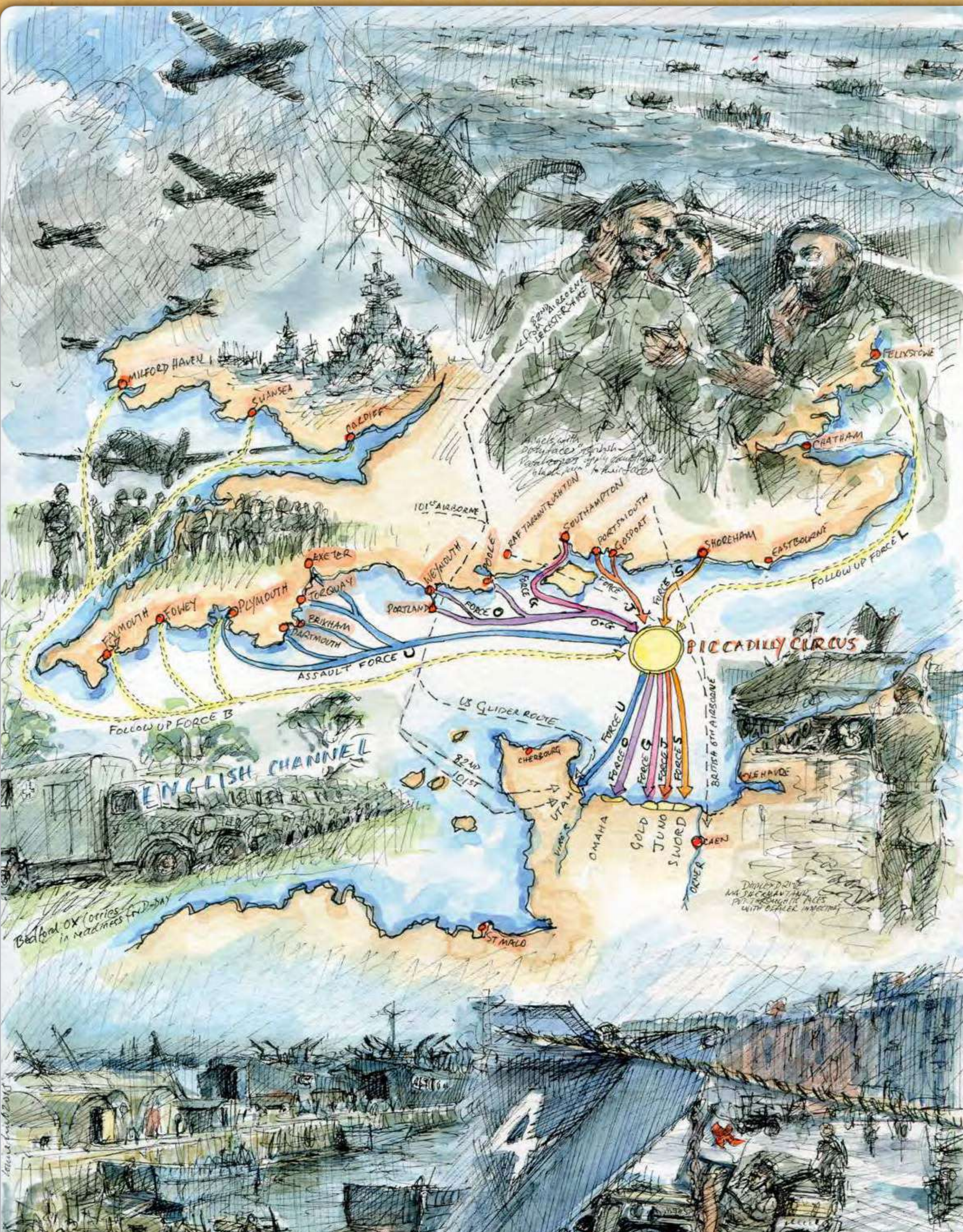
"At the bar, I briefly exchange words with a woman my age, she's got an NVA shirt on and is accompanying veterans. It's not until she turns to walk away with her drinks that I see on the back of the shirt that it says, 'NVA Wirral and Chester Branch'. I think of home and of my dad, 16 in 1944, and two of his older sisters' boyfriends killed in the war – one, a Wirral boy from Neston, with the Royal Marines here in Normandy in July 1944. There's a lot of emotions not far from the surface, the deference to these old men is proper but there are so many clues to the magnitude of what went on; the furled Romford and District NVA standards are leaning against a door frame. The standard bearer tells me that this is their last outing.

"On the dance floor the 'Candy Girls' have veterans up dancing and in the corner, I see an old boy singing along to 'Kiss me goodnight Sergeant Major'. I'm glad to be free."

The passing of time means that there are fewer living Normandy veterans and that the survivors' experiences of D-Day and the battle for Normandy are passing out of living memory. Remember those who died and remember those who lived – butchers, bakers and candlestick makers or perhaps butchers, bakers and wagon drivers, their days at the beach were different from ours. A recent and erudite US president summed it up, "It was unknowable then, but so much of the progress that would define the 20th century, on both sides of the Atlantic, came down to the battle for a slice of beach only six miles long and two miles wide." He, President Barack Obama, may have been talking about one particular beach but his words echo throughout Normandy. **JC**

NVA
WE WILL REMEMBER THEM

ABOVE: **Normandy Veterans Association poppy wreath on one of the many memorials in Normandy**
ABOVE MIDDLE: **L/Cpl Jones (left) and Sgt J Lloyd, motor-cycle despatch riders of the Royal Welsh Fusiliers have a brew before the attack on Evrecy, of July 16, 1944**


MILFORD HAVEN
SWANSEA
CARDIFF
FELIXSTOWE
CHATHAM
82nd AIRBORNE from LEICESTERSHIRE
101st AIRBORNE
RAF TARRANT RUSHTON
SOUTHAMPTON
PORTSMOUTH
GOSPORT
SHOREHAM
EASTBOURNE
FOLLOW UP FORCE L
POOLE
EXETER
WEYMOUTH
PORTLAND
TORQUAY
BRIXHAM
DARTMOUTH
PLYMOUTH
FOWEY
FALMOUTH
FORCE O
FORCE G
FORCE J
FORCE S
O+G
ASSAULT FORCE U
PICCADILLY CIRCUS
FOLLOW UP FORCE B
US GLIDER ROUTE
82ND
101ST
ENGLISH CHANNEL
CHERBOURG
FORCE U
FORCE O
FORCE G
FORCE J
FORCE S
BRITISH 6TH AIRBORNE
LE HAVRE
UTAH
VIRE
OMAHA
GOLD
JUNO
SWORD
CAEN
ORNE
ST MALO
Bedford OX lorries in readiness for D-Day
4

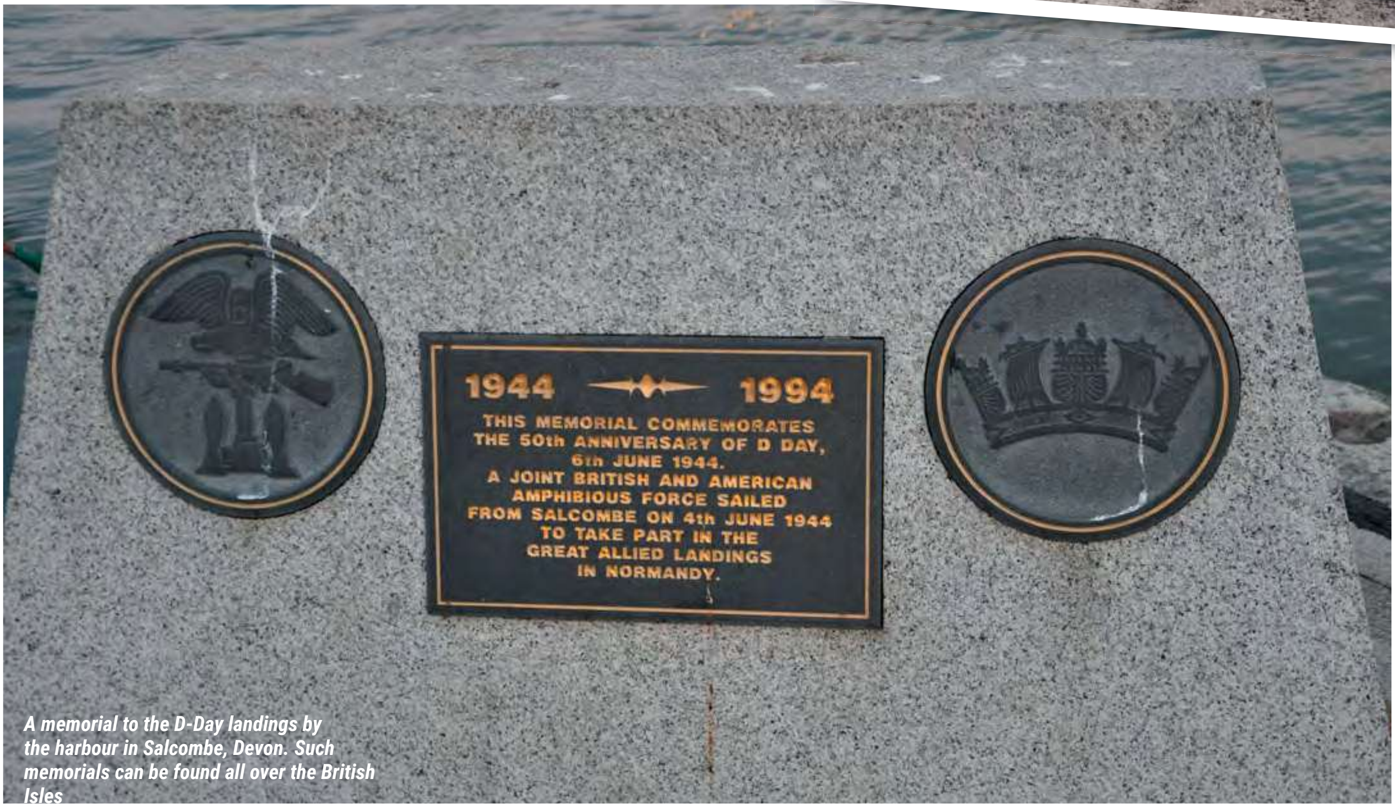
CODENAME Overlord

The pivotal stage in the liberation of Europe, Operation Overlord, required UK-wide preparations on a massive scale. The decision to undertake a cross-channel invasion in 1944 was taken at the Trident Conference in Washington, USA, in May 1943. General Dwight D Eisenhower was appointed commander of Supreme Headquarters Allied Expeditionary Force (SHAEF), and General Bernard Montgomery was named as commander of the 21st Army Group, which comprised all the land forces involved in the invasion

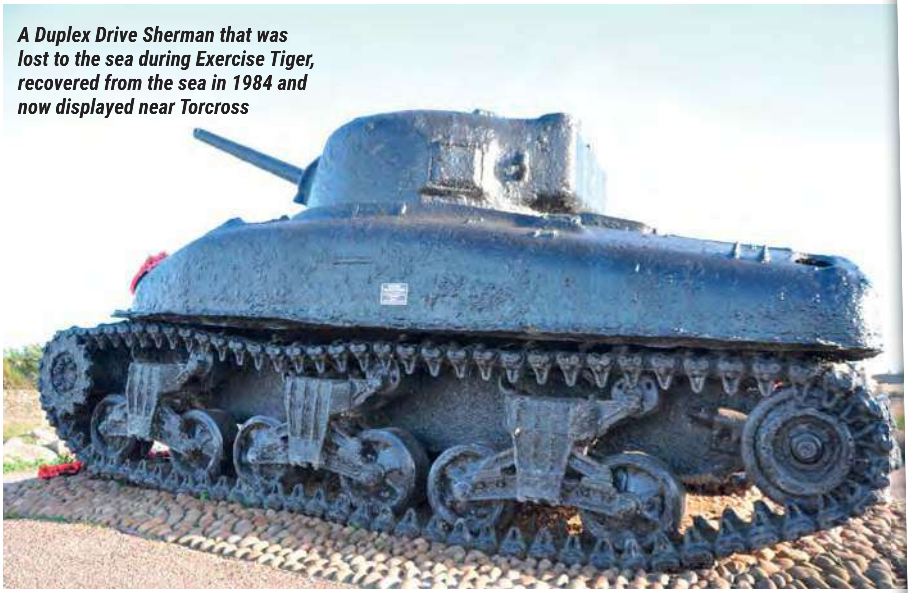
The first American troops to officially arrive in the United Kingdom during World War Two docked in Belfast on January 26, 1942. Private Millburn Henke of Hutchinson, Minnesota is reputed to have been the first GI to disembark. The British had been virtually single-handedly fighting the Germans for more than two years so the Americans were greeted with both relief and curiosity. From that date onwards it was inevitable that there would be an invasion of Western Europe – Operation Overlord – to liberate it from German occupation. American servicemen were stationed from Scotland to Cornwall and numerous places in between and, by the end of the war, 1.5 million would have passed through.

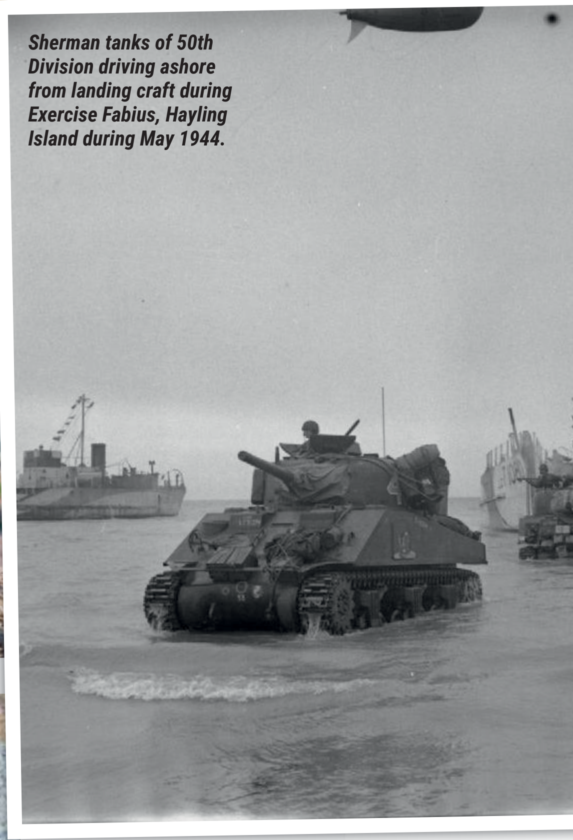
More than 300,000 US troops would be stationed in Ulster, but preparations had been made before Henke disembarked. Northern Ireland had become vital for transatlantic movement. Allied shipping travelled around Ireland's north coast and its defence was essential as the Battle of the Atlantic intensified. It was agreed that US troops would take over defence of the province ▶

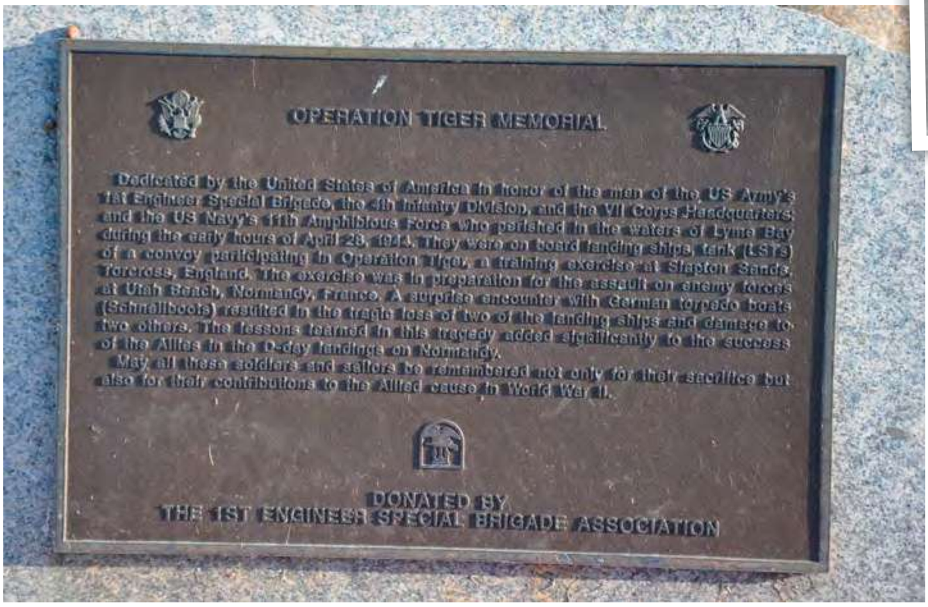
February 1944. A US Army half-track being unpacked from its shipping crate


1944 1994
THIS MEMORIAL COMMEMORATES
THE 50th ANNIVERSARY OF D DAY,
6th JUNE 1944.
A JOINT BRITISH AND AMERICAN
AMPHIBIOUS FORCE SAILED
FROM SALCOMBE ON 4th JUNE 1944
TO TAKE PART IN THE
GREAT ALLIED LANDINGS
IN NORMANDY.

A memorial to the D-Day landings by the harbour in Salcombe, Devon. Such memorials can be found all over the British Isles


A Duplex Drive Sherman that was lost to the sea during Exercise Tiger, recovered from the sea in 1984 and now displayed near Torcross


Sherman tanks of 50th Division driving ashore from landing craft during Exercise Fabius, Hayling Island during May 1944.


OPERATION TIGER MEMORIAL

Dedicated by the United States of America in honor of the men of the US Army's 1st Engineer Special Brigade, the 4th Infantry Division, and the VII Corps Headquarters; and the US Navy's 11th Amphibious Force who perished in the waters of Lyme Bay during the early hours of April 28, 1944. They were on board landing ships, tank (LSTs) of a convoy participating in Operation Tiger, a training exercise at Slapton Sands, Torcross, England. The exercise was in preparation for the assault on enemy forces at Utah Beach, Normandy, France. A surprise encounter with German torpedo boats (Schnellboots) resulted in the tragic loss of two of the landing ships and damage to two others. The lessons learned in this tragedy added significantly to the success of the Allies in the D-day landings on Normandy.

May all these soldiers and sailors be remembered not only for their sacrifice but also for their contributions to the Allied cause in World War II.

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as the US wished to protect its convoys and lend-lease agreements as well as needing adequate bases from which to operate its war effort. In March 1941, months prior to the US entering the war, Britain agreed to allow the USA to establish military bases in Londonderry and on Lough Erne, County Fermanagh. The US government was responsible for their construction so US contractors, under the supervision of US engineers, carried out the work. In June 1941, 362 American technicians arrived and work commenced in Londonderry. In reality they were military engineers and, by October, the number had reached almost 1,000. In December 1941, as the US entered the war, work on the Northern Irish bases was almost complete. Military camps could be seen across Londonderry at Lisahally, Beech Hill, Springtown, Clooney Park, Fincairn Glen and a field hospital at Creevagh. In Fermanagh in the southwest of the province Ely Lodge, Killadeas and Kiltierney Deer Park became bases and a military hospital was established at Necarne Castle. By the time Milburn H Henke stepped ashore in Belfast, Northern Ireland was ready for its American guests.

As well as Belfast, US troops disembarked in Liverpool and Glasgow and tensions grew. British Army morale was low; setbacks in campaigns in North Africa and the Far East did not help, although the RAF, perceived as more glamorous, had fought and won the Battle of Britain. British soldiers were poorly paid, averagely fed and kitted out in wool battledress. In contrast, the American soldiers were well paid, had smart, tailored uniforms, enjoyed quantities and quality of food unknown in a UK that had been at war since 1939. The flash GIs wore shirts and ties, had 'film star' accents and could afford to hand out nylons and good-quality cigarettes so were soon considered as 'overpaid, oversexed and over here'. Reports on morale warned of the negative aspects of the situation as GIs earned a reputation for being brash and taunting British troops with references to defeats. Resentment over the Americans' success with the opposite sex led to fights in pubs and dances. The prospect of British wives and girlfriends being unfaithful was a worry and overseas troops dreaded receiving a 'Dear John' letter. By October 1942, around 2,000 men fighting in North Africa had divorce cases under way.

Alongside the American personnel came cargoes of vehicles, tanks and aircraft from what was being described as "the arsenal of democracy". D-Day training and preparation was a vast endeavour. Practice firing ranges were needed for weapons ranging from rifles to naval and anti-aircraft guns. Much of the emphasis had to be placed on amphibious operations and landings so the US Army set up at least eight training centres. Notably some were in Devon at places such as Woolacombe Beach and, because of its topographical similarities with Normandy, Slapton Sands.

The US Airborne units didn't need coastal locations so were based elsewhere. In September 1943, the 101st Airborne Division boarded ships in New York harbour and arrived in England ten days later. They then spent ten months in Berkshire and Wiltshire, training six days a week. Units worked on close combat, night operations, street fighting, combat field exercises, chemical warfare and the use of German weapons, in addition to demanding physical training, which included 25-mile hikes. In October 1943, the Division started its own parachute school to train new personnel and key members of non-jump units of the 101st. The 82nd Airborne arrived in the UK from actions in the Sicily and Salerno operations and were based in the English midlands around Leicestershire. They, like many other US soldiers, are remembered for good and bad reasons. The latter is the racism that the segregated US Army brought with it.

When white airborne troops arrived in Leicestershire, they brought all their prejudices from back home with them. There were numerous Ordnance and Quartermaster units, staffed by black GIs, already in the county and who had also been generally welcomed by the British. White GIs frequently sought to have their black counterparts banned from pubs, clubs and cinemas and regularly subjected them to physical and verbal abuse. Off duty, tensions grew and boiled over in pubs, dance

halls and clubs. In February 1944, 12 people were knifed when serious racial violence broke out in Leicester. It followed previous incidents in other parts of the country including a riot in Bamber Bridge, Lancashire in June 1943. Then between November 1943 and February 1944 there were 56 such clashes between white troops and their black counterparts recorded, an average of more than four a week. On many occasions British locals in pubs, perceptive of who the aggressors were, sided with the black GIs and joined in the fights in what was perhaps a surprising turn of events given the British paternalistic approach to its empire subjects. It is a sad chapter among tales of heroism in defeating the fascists in Europe.

During 1943 and 1944, the US forces participated in numerous training exercises with names such as Beaver, Eagle and Tiger in places as far apart as Devon and the Firth of Clyde. Beaver V, for example, was a US amphibious assault training exercise by the US VII Corps of Lieutenant General Omar N Bradley's US 1st Army in preparation for the Utah Beach component of Overlord.

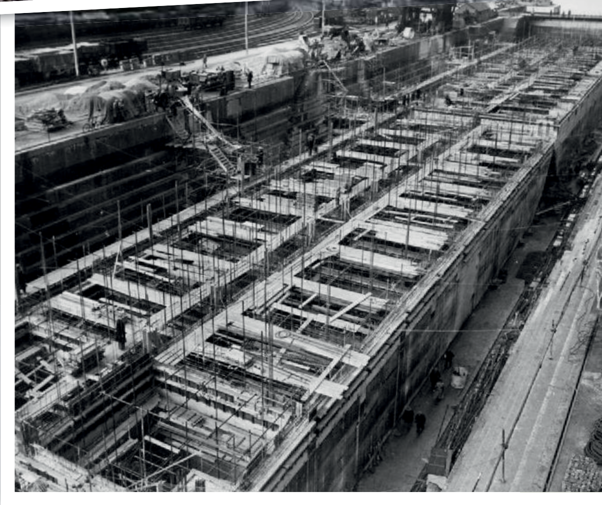
None were without problems, but on Slapton Sands in the South Hams area of Devon, Exercise Tiger, the codename for one of the large-scale rehearsals for the invasion of Normandy, was disastrous. As part of the dummy invasion, an Allied convoy was sailing along the coast when its position was picked up by Nazi E-boats. Miscommunication and errors in instructions left the convoy vulnerable, and it was attacked. The result was the death of up to 1,000 American servicemen, amid further allegations – to this day unconfirmed – of friendly fire. Because of the impending invasion of Normandy, the incident was treated with strict secrecy at the time and was only nominally reported afterwards.

The British and other allied forces also needed to practice their D-day tasks. Shortly after Tiger, Exercise Fabius was devised for Operation Neptune, the cross-channel part of the campaign. It comprised six separate exercises: Fabius 1 saw the US 1st and 29th Infantry Divisions undertaking amphibious landings at Slapton Sands. Fabius 2 involved elements of the British 50th Infantry Division making landings on Hayling Island in Hampshire. Fabius 3 involved units of the 3rd Canadian Infantry Division landing at Bracklesham Bay in West Sussex. Fabius 4 saw units of the British 3rd Infantry Division and associated units landing at Littlehampton, also in West Sussex. While Fabius 5 and 6 were practice runs for American and British forces working on the logistics required after the amphibious assaults. Together this was the largest amphibious training exercise of the war and closely resembled the final plans.

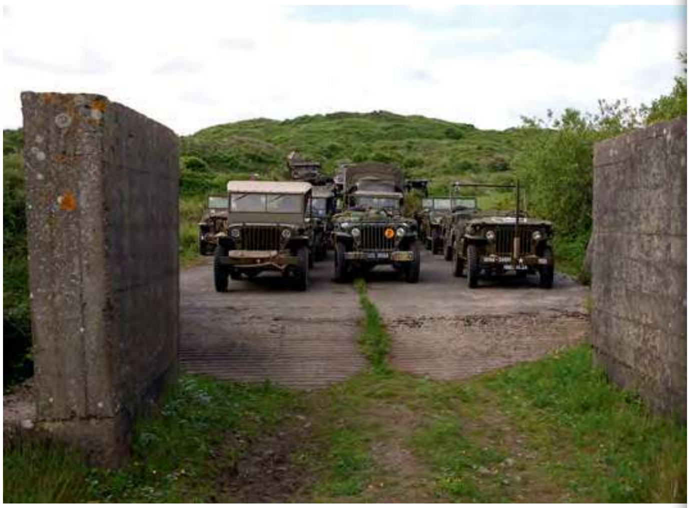
None of these events was without risk and the remains of seven Valentine Duplex Drive tanks still lie on the seabed of Studland Bay in Dorset, all these years after the ill-fated Operation Smash. Six servicemen died during a disastrous D-Day rehearsal on April 4, 1944, when specially modified tanks designed to make amphibious landings were tested at Studland Bay and driven off their launching vessels straight into the sea. A combination of poor weather conditions and the fact that the vehicles had been launched too far off shore were blamed for the disaster.

The British had previously been using training venues such as the Combined Operations Training Centre at Inveraray in Argyll, and Culbin Sands and Burghead

A partially disassembled Jeep being unpacked from its shipping crate after its Transatlantic journey to England

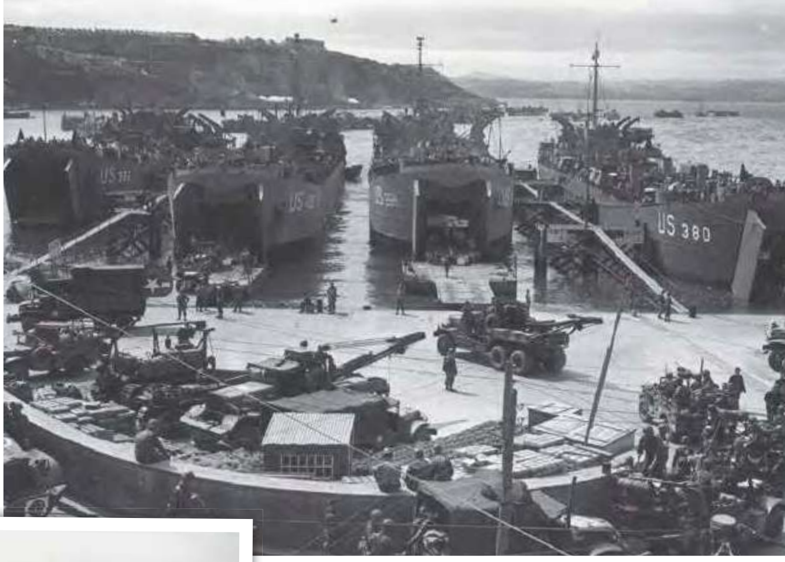


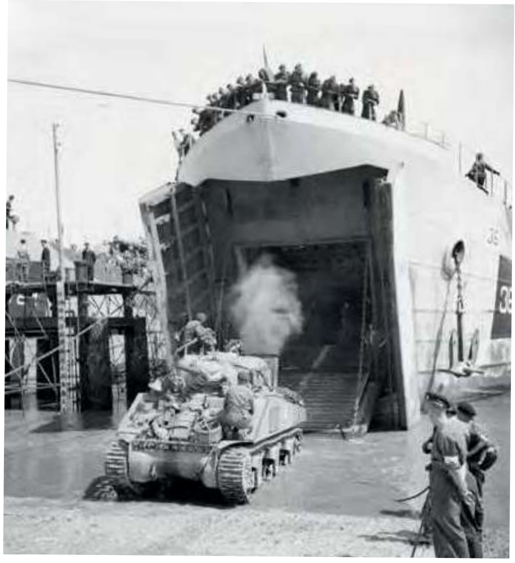
ABOVE RIGHT: **Phoenix caissons of the Mulberry Harbour under construction in Southampton** MIDDLE RIGHT **Prefabricated US Army buildings being stockpiled in England during February 1944** BELOW: **American troops landing on Slapton Sands in Devon during Exercise Tiger, rehearsals for the invasion of Normandy**



ABOVE: ***Concrete Landing Craft built for training by the US Army still exist in the sand dunes behind Saunton Sands in Devon***

In preparation for the invasion, artillery equipment is loaded aboard LCTS at an English port. Brixham, England. 1 June 1944. Homes were demolished in 1943 to make space for American tanks to embark





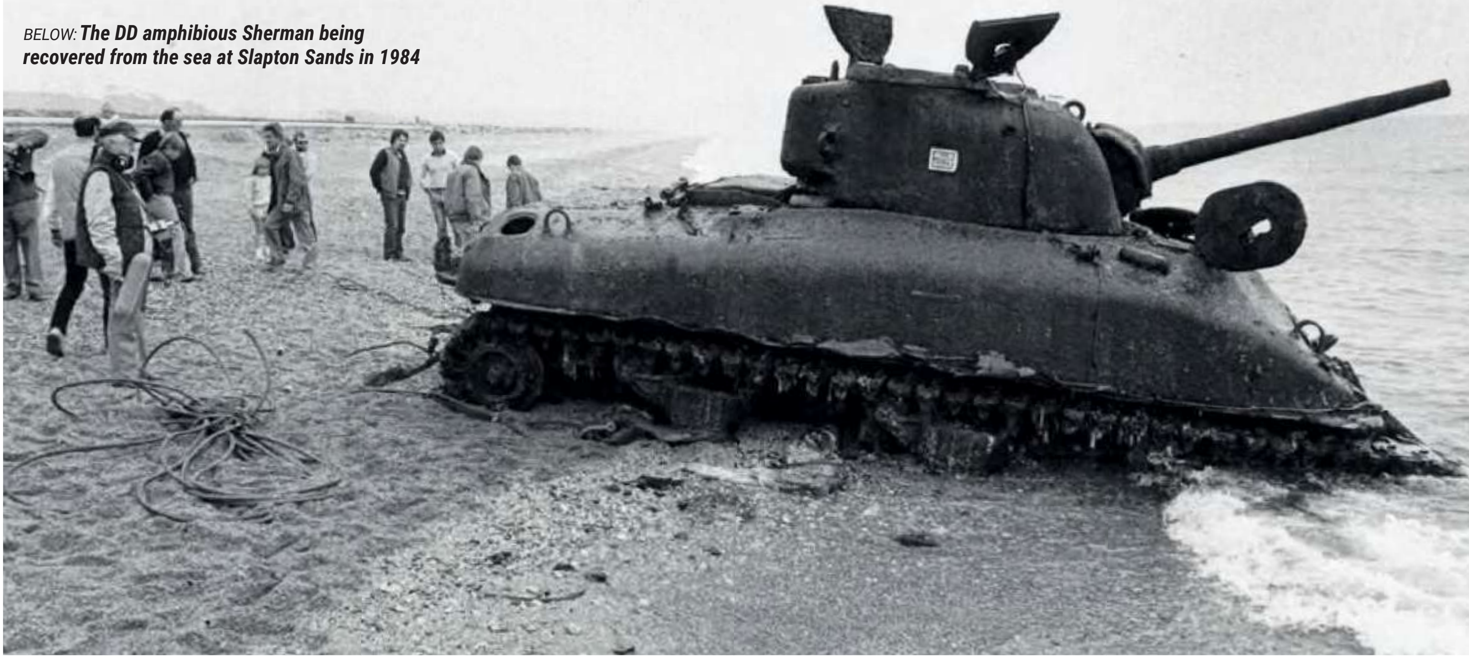
ABOVE: ***Preparations for D-Day in Gosport. A Sherman tank from 13/18 Royal Hussars reversing onto a Landing Ship Tank. LST 361 was built by the Bethlehem Shipbuilding Corporation of Quincy, Massachusetts. It was laid down on August 10, 1942 and launched on October 10 of the same year***

Bay on the east coast of Scotland. Elsewhere, the Hayling Island-based Combined Operations Pilotage Parties (COPP) were kayaking onto Normandy beaches under the cover of darkness to survey them for their suitability for landings

Meanwhile, Operation Fortitude was underway. This was the codename for the Allies' deception strategy during the build-up to the landings and its aim was to mislead the German high command as to the location of the invasion. Fortitude was divided into two sub-plans, North and South. This involved the creation of phantom field armies in two groups, one based in Edinburgh which threatened Norway (Fortitude North) and one in the south of England threatening Pas de Calais (Fortitude South). The intention was to convince Germany that the Normandy landings were merely diversionary, thereby drawing their attention elsewhere. In the south of England, German reconnaissance aircraft observed the fake army with its inflatable tanks and wooden guns and assumed it was led by General Patton. As a result, the German 15th Army, based in the Pas-de-Calais area, was ordered to prepare itself against landings. Operation Fortitude was a success.

Everywhere in the UK was involved in preparations for the invasion in some way. Ships were being built, repaired or adapted in shipyards around the country and landing craft were constructed in smaller boatyards. Another huge undertaking that had to be kept secret was the construction of the numerous components of the floating Mulberry harbours. Various ideas and prototypes, including one from Conwy-based civil engineer Hugh Iorys Hughes, were tried and tested in Garlieston Harbour in the Solway Firth and at the nearby Rigg Bay and Portyerrock. The proposed harbours called for many huge caissons of various sorts to build breakwaters, piers and connecting structures to provide roadways. The caissons were built at a number of locations, mainly existing shipbuilding facilities or large beaches in estuaries such as Conwy Morfa around the British coast.

BELOW: ***The DD amphibious Sherman being recovered from the sea at Slapton Sands in 1984***



LEFT: ***General Dwight D. Eisenhower gives the order of the Day. "Full victory-nothing else" to aratroopers in England, just before they board their airplanes to participate in the first assault in the invasion of the continent of Europe. Eisenhower is speaking with First lieutenant Wallace C. Strobel and men of Company E, 2nd Battalion, 502nd Parachute Infantry Regiment on June 5, 1944. The placard around Strobel's neck indicates he is the jumpmaster for chalk 23 of the 438th TCG. Strobel's battalion was the first to drop into Normandy***
BELOW LEFT: ***LCT 610 at Gosport, June 3, 1944, embarking conventional Sherman tanks of the 13th/18th Hussars, 27th Armoured Brigade. A Ford GPA Jeep is also present. HMS LCT 610 (LCT 610) was a Landing Craft Tank (LCT Mk 4) ordered in 1941 and built for the Royal Navy by Motherwell Bridge of Meadowside, Scotland. Motherwell Bridge was an engineering company founded in 1898. Interestingly, the 'three triangles' formation sign of 3rd Infantry Division can be seen on the wheelhouse of***

The D-Day landings involved thousands of servicemen so from the first week of May onwards, massive movements of troops occurred throughout the UK. Divisions and their constituent regiments were assembled in staging areas known as 'sausage camps' because of their shape on maps. These logistics involved moving hundreds of thousands of men and almost half a million vehicles. Each division went to its designated staging area, surrounded by a wire fence patrolled by military police, on England's south coast. Security was tight; no-one could get in or out without written permission and it is estimated that 175,000 soldiers were housed, largely under canvas and camouflage netting along with supplies, vehicles and equipment.

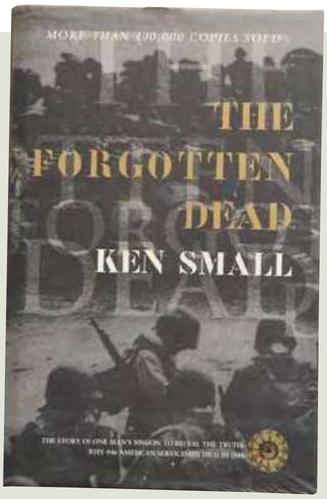
From the staging areas troops from all the participating nations walked or rode to their embarkation ports. Ordinary traffic in England came almost to a stop during early June, as routes toward the coast often became one-way. Transport ships and landing craft were boarded in numerous harbours including Bournemouth, Eastbourne, Plymouth, Falmouth, Portsmouth, Gosport, Southampton, Torquay, Brixham and Weymouth. In May 1944 the greatest gathering of US ships ever seen in a British port assembled in Belfast Lough prior to sailing for the Normandy landings. In Oban on Scotland's west coast the ships chosen to be sunk to form the breakwaters of the Mulberry Harbour were gathered and prepared for their last voyages. The largest amphibious landing the world has ever seen departed from the UK and, while there wasn't the destruction suffered by mainland Europe, it has left ample enduring traces throughout the length and breadth of its geographical area. ◄

FURTHER READING

CURRENT

The Forgotten Dead

Author: *Ken Small*
Publisher: *Bloomsbury Publishing plc*
Year: *1999*
ISBN: *0-74754467-0*
Language: *English*
Binding: *Hardback*
Pages: *200*
Size: *160 x 240mm (61/4 x 93/4in)*
Price: *£7.99 (current edition paperback)*
www.bloomsbury.com



The Forgotten Dead is the story of one particular military vehicle – a Duplex Drive Sherman tank – and everything it has come to stand for. This book relates the story of how the Sherman in question was rescued from the sea off the beach at Slapton Sands in Devon. The tank was lost along with hundreds of American personnel when Exercise Tiger, a training landing ahead of D-Day, went catastrophically wrong.

Almost 40 years later, thanks to the unstinting efforts of Ken Small, a hairdresser and proprietor of a local guesthouse, the Sherman was raised from the seabed and turned into a memorial to those lost. It took Ken Small around ten years from hearing about the tank to seeing it come ashore. In between he faced seemingly endless and insurmountable bureaucratic obstacles that involved trips to the USA and digging out some of the concealed history about what went wrong during Exercise Tiger. Ken Small's determination to see this project through was immense considering it only started when he was beach-combing while recuperating from a bout of depression. Coins, shrapnel and shell cases were regularly among the things he found that piqued his interest, but did little know he'd end up paying the American government $50 for a DD Sherman.

Once the tank was ashore it quickly became a memorial and a focal point for families who'd lost relatives and culminated in Ken Small getting a letter from then US president Ronald Reagan in 1988. This book was published in the same year, although the copy shown here was one of several later editions. I'm pleased to say that I bought it from the author in the car park adjacent to the Sherman in 2003.

We chatted and I told Ken Small my own beach-combing story about Slapton Sands when, as a child on a family holiday long before the tank was salvaged, Dad and I found an amalgam of rust, shells and mud about five inches in diameter, we knocked it open with a stone to find a piece of brass easily identified as part of an explosive shell. He nodded interestedly, signed my book and told me he was unwell. He died in 2004 and a plaque now commemorates him on the Sherman that he invested so much time and energy into. More information at www.exercisetigermemorial.co.uk. Visit the Sherman just outside Torcross in Devon.

PLACES TO VISIT

Garlieston

Dumfries and Galloway
Garlieston and its surrounding area were selected to be part of the Mulberry Harbour project because the profile of the beach and seabed was similar to that of the proposed harbour points in Normandy. In addition, it was in a remote location. Prototypes of three designs were trialled in the harbour and at nearby Rigg Bay and Portyerrock. A fixed pierhead, called a Hippo, could still be seen in Cruggleton Bay until it was destroyed by a storm on Sunday, March 12, 2006. Remnants of the prototypes, in particular Beetles that supported the floating roadway, can be seen at Eggerness, Portyerrock and Rigg Bay. The remains are now scheduled as national monuments by Historic Scotland.

Leicester

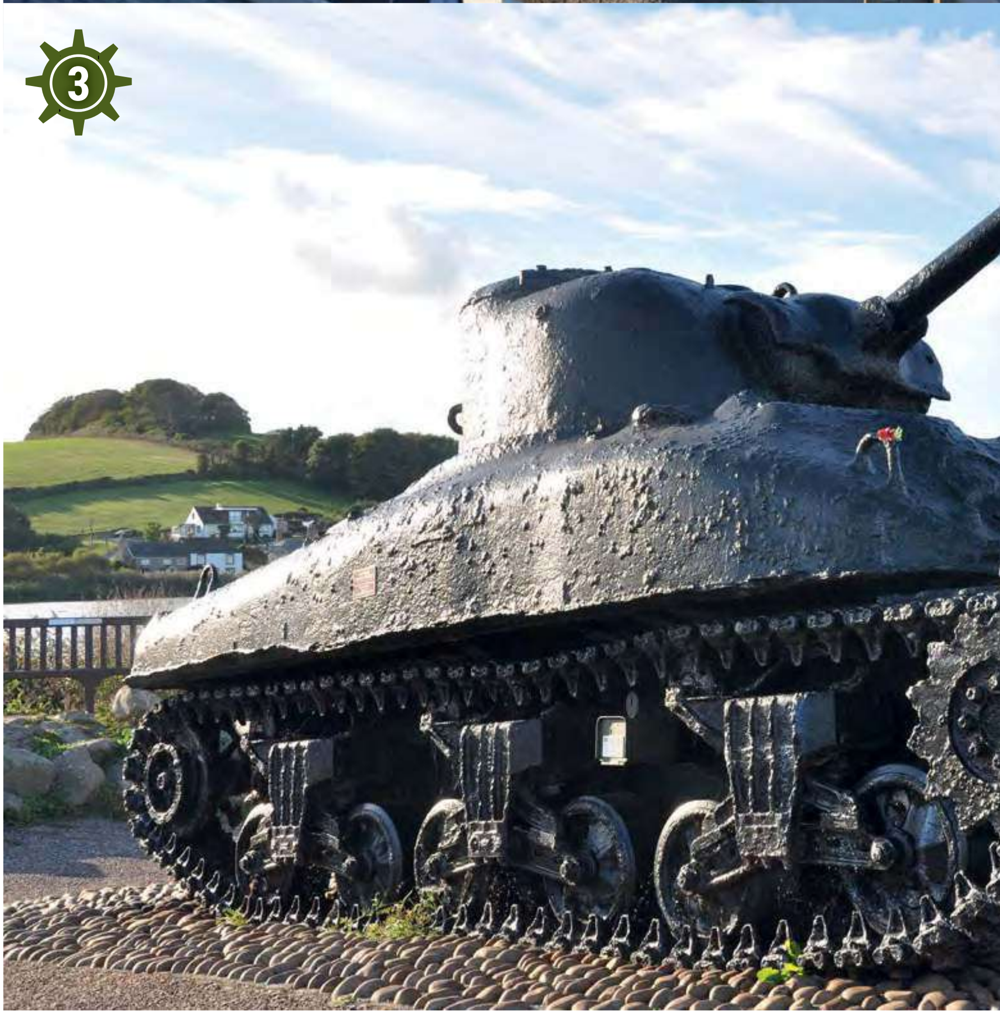
Granville Road, Leicester LE1 7RY
A publication such as this cannot possibly mark every British place connected with D-Day as they are so numerous, but Leicester is a good example. In Victoria Park there is a memorial tribute to the US 'All American' 82nd Airborne Division who were based in Leicestershire prior to the D-Day invasion. Another memorial to the division can be found in Stafford Orchard Park in nearby Quorn. From February 1944, the 325th Glider Infantry Regiment, of the 82nd Airborne Division, was based in Scraptoft at a site known as Camp March Hare. Men of the 82nd departed for the D-Day drops at the airfield now known as Leicester Airport. It was constructed in 1942 but was named Stoughton Aerodrome prior to 1974. A plaque on the flying club's wall remembers the 82nd.

Slapton Sands

A379, Kingsbridge TQ7 2TQ
The beach at Slapton between Start Point and Dartmouth is technically a coastal bar. It isn't sandy, but is comprised of small pebbles and was, in 1944, part of the site of the ill-fated Exercise Tiger. A Duplex Drive Sherman tank that sank during the exercise was recovered from the sea and now stands on the road behind the beach at nearby Torcross as a memorial to those lost. Another memorial is further along the beach. www.submerged.co.uk/slapton

Spanhoe Airfield

Near Corby, Northamptonshire
Numerous World War Two airfields were British and American bomber bases, but some were specifically used for transport aircraft such as C-47s as part of the D-Day invasion. RAF Spanhoe is such an airfield in Northamptonshire. Opened in



4

1943, it was used by both the RAF and United States Army Air Forces. During the war it was primarily a transport airfield. The USAAF referred to it as USAAF Station AAF-493 rather than its location for security reasons. Its USAAF Station Code was UV.

A short distance north in Lincolnshire, North Witham airfield, code UW, was known as USAAF Station AAF-479 for similar reasons and it was allocated to the USAAF Troop Carrier Command in August 1943. Its immediate task was to distribute transport aircraft and provide the means of maintaining them to operational groups of the USAAF. USAAF C-47 maintenance repair activities continued at North Witham until May 1945.

RAF Folkingham is also nearby in Lincolnshire. Opened in 1940, Folkingham was known as USAAF Station AAF-484 and its USAAF Station Code was FK. US personnel started to arrive in January 1944 to prepare for the 313th Troop Carrier Group scheduled to transfer from Sicily. On February 5, it opened as a USAAF IX Troop Carrier Command station flying four squadrons of C-47s.

The Blue Boar

5

The Green, Aldbourne, Marlborough, Wiltshire

During World War Two, Aldbourne was home to men of America's 506th Parachute Infantry Regiment of the 101st Airborne Division before and after D-Day. One company in particular became famous when the story of Easy Company was published in 1992 by author Stephen Ambrose, under the title *Band of Brothers*. The Blue Boar became, effectively, the officers' mess and was off-limits to the enlisted men – except when there were no officers around and they were allowed in by the owners. There were stables behind the pub where some of the men were billeted. Many American veterans have maintained links with the village and in 1999 a US flag was presented to the village in recognition of the kindness shown to US soldiers. Many veterans and their families visit the village, in particular the Blue Boar. Inside the pub, there is memorabilia of those that served so bravely and evidence of how they made themselves at home, thousands of miles from their own homes.

The D-Day Story

6

Clarence Esplanade, Portsmouth, PO5 3NT

The D-Day Story is the only museum in the UK dedicated to the Allied Invasion in June 1944. It tells the unique personal stories behind this epic event. Following a £5 million transformation project, with help from the Heritage Lottery Fund, the museum now provides an engaging insight into the lives of those who took part in D-Day, whether they were individuals on the shore in Portsmouth, or on the beaches in Normandy.

The museum contains many exhibits not previously displayed to the public in refurbished galleries that feature the words and perspectives of those involved from both a military and a civilian viewpoint.

6
0630
First US troops land. German defenders partly stunned by the bombardment.

7
THE MULBERRY
CONWY MARINA
ROBINSONS
ENTRANCE
M

There are also spaces for learning, events and interactive displays. The museum's unique and dramatic presentation uses archive film to recall the wartime years. There are also extensive displays featuring maps, uniforms and other memorabilia, several vehicles and an LCVP landing craft.

At the centre of the museum sits the Overlord Embroidery, which was commissioned by Lord Dulverton of Batsford (1915-92) as a tribute to the sacrifice and heroism of those men and women who took part in Operation Overlord. The embroidery is 272 feet (83 metres) in length, and is the largest work of its kind in the world.

The D-Day Story is located in Portsmouth and is open daily 10am-5.30pm, April-September (10am-5pm October-March). www.theddaystory.com

The Mulberry

Conwy Marina, Ellis Way, Conwy LL32 8GU

The Mulberry is a modern pub on the Conwy Marina where, nowadays, the halyards of expensive yachts chime against their masts and there's little but its name and a monument, to mark the historical importance of this place. Hugh Iorys Hughes (1902-1977) was a Welsh civil engineer and hobby yachtsman who, in 1942, submitted ideas to the War Office for the design of the Mulberry harbours used in Operation Overlord. These ideas were ignored until Hughes' brother, Alain Sior Hughes, a Commander in the Royal Navy Volunteer Reserve (RNVR), drew attention to the documents. Following Winston Churchill's memorandum 'Piers For Use On Beaches' of May 30, 1942, the Mulberry project gained momentum under the direction of Major General McMullen and Brigadier Bruce White, a civil engineer. Hughes designed and supervised the construction of a prototype jetty consisting of 'Hippo' concrete caissons sunk on the seabed supporting 'Crocodile' steel roadway bridge units, which spanned the gaps between the Hippos.

The prototype was built at Conwy Morfa on the coast adjacent to Hughes's home town of Conwy and towed to Garlieston, Wigtownshire in Scotland, where it was installed and tested against two other designs. In June 1943, the War Office set up a committee of civil engineers to advise on the design of the artificial harbours and the equipment to be used in them. While there is a plaque in Hughes' memory in the museum at Arromanches, there's no mention of him or his invention and no photographs in this pub; just its name subtly marks the importance of what happened here on this stretch of the North Wales coast in 1942-43.

The Tank Museum

Bovington, Wareham, Dorset, BH20 6JG

The Tank Museum (previously Bovington Tank Museum) is a noted collection of armoured fighting vehicles (AFV). The collection traces the history of the tank with around 300 vehicles on display. Among these are examples of many of those used on D-Day and the world's only running Tiger I, one of the feared German tanks that the Allies had to face. www.tankmuseum.org

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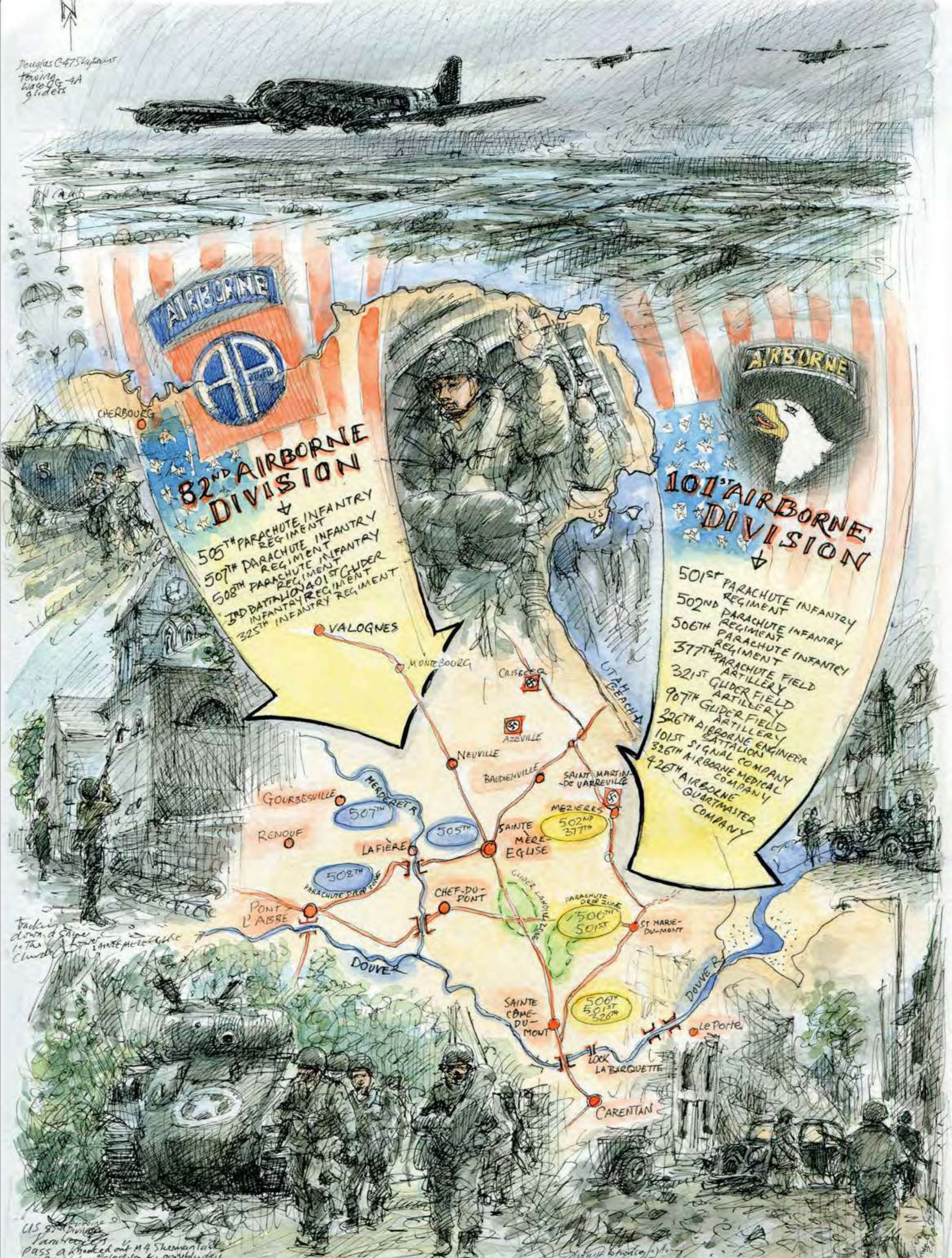
N
Douglas C47 Skytrains towing Waco CG-4A gliders
AIRBORNE
82ND AIRBORNE DIVISION
505TH PARACHUTE INFANTRY REGIMENT
507TH PARACHUTE INFANTRY REGIMENT
508TH PARACHUTE INFANTRY REGIMENT
3RD BATTALION 401ST GLIDER INFANTRY REGIMENT
325TH INFANTRY REGIMENT
AIRBORNE
101ST AIRBORNE DIVISION
501ST PARACHUTE INFANTRY REGIMENT
502ND PARACHUTE INFANTRY REGIMENT
506TH PARACHUTE INFANTRY REGIMENT
377TH PARACHUTE FIELD ARTILLERY
321ST GLIDER FIELD ARTILLERY
907TH GLIDER FIELD ARTILLERY
326TH AIRBORNE ENGINEER BATTALION
101ST SIGNAL COMPANY
326TH AIRBORNE MEDICAL COMPANY
426TH AIRBORNE QUARTERMASTER COMPANY
CHERBOURG
US
VALOGNES
MONTEBOURG
CRISBECQ
UTAH BEACH
AZEVILLE
NEUVILLE
BAUDIENVILLE
SAINT MARTIN-DE VARREVILLE
MEZIERES
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PONT L'ABBE
CHEF-DU-PONT
506TH 501ST
ST MARIE-DU-MONT
DOUVE R
DOUVE R
SAINTE CÔME-DU-MONT
506TH 501ST 326TH
Le Porte
LOCK
LA BARQUETTE
CARENTAN
tracking down a sniper in the church tower
SAINTE MERE EGLISE
US 82nd Airborne Division Paratroopers pass a knocked out M4 Sherman tank. note it has steel tracks possibly due to rubber shortages

CODENAMES

Albany & Boston

Sainte-Mère-Église lies on route N13, which the Germans would have been likely to use to counterattack. Early on 6 June units of the US 82nd and 101st Airborne took the town making it one of the first liberated

Location

This 11th century town can be easily reached from the N13, although it lies on the crossroads of the D15, D17, D67 and D974. Its position made it strategically important on D-Day, and tourism now centres on its role in the invasion and it has museums and a memorial to the 505th Parachute Infantry Regiment.

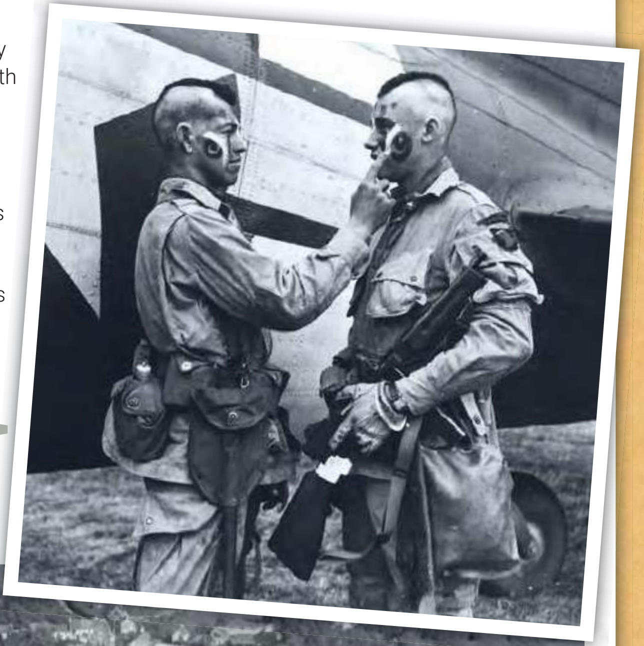
Sainte-Mère-Église

Metaphorically and literally speaking, it was a long way to Normandy for the US Airborne troops of the 82nd and 101st divisions.

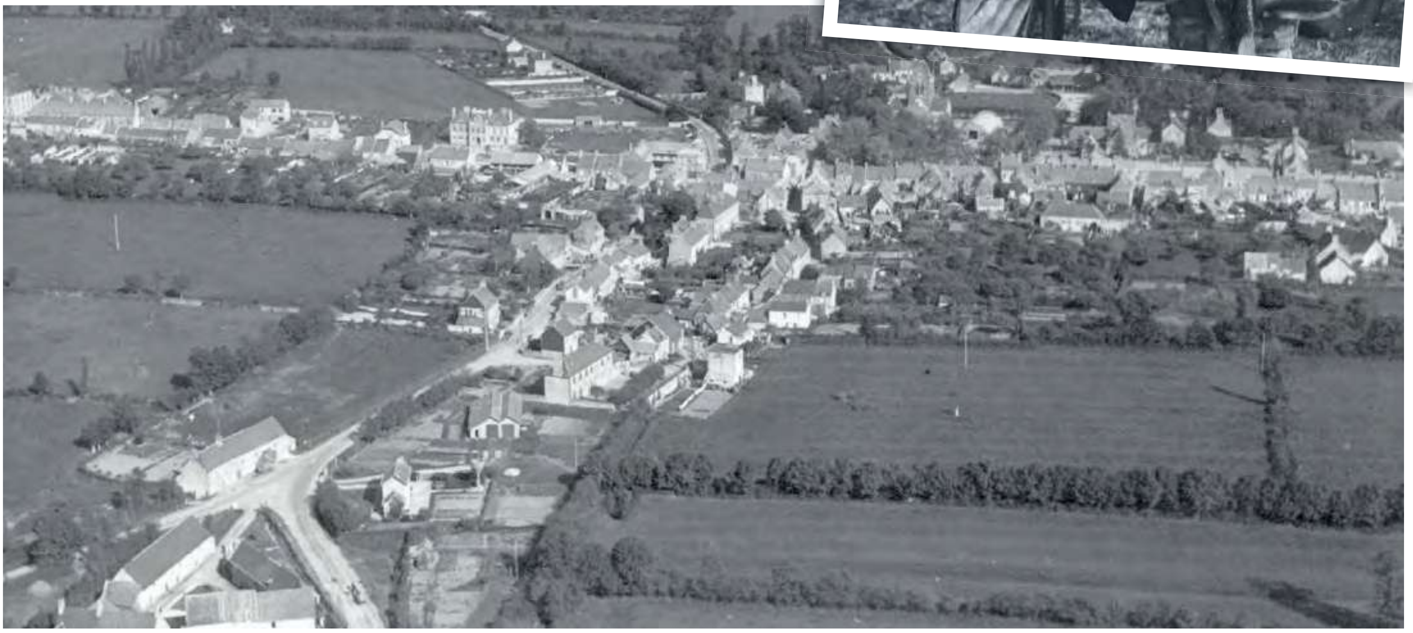
The US 82nd Division served in World War One and afterwards was transferred into the US Army's reserve. It was recalled to active service on March 25, 1942 and stationed at Camp Claiborne, Louisiana, under the command of Major General Omar Bradley.

On August 15, the 82nd Infantry Division, now commanded by Major General Ridgway, was redesignated the 82nd Airborne Division, the US Army's first. It initially comprised the 325th, 326th and 327th Infantry Regiments, and supporting units. The 326th and 327th were transferred and replaced by the 504th, 505th and 506th Parachute Infantry Regiments (PIR). The 82nd saw action in Sicily and Salerno during 1943, with parachute assaults on July 9 and September 13. The 82nd Airborne Division was then moved to Leicestershire in the Midlands during November 1943 to prepare

AIRBORNE
AA

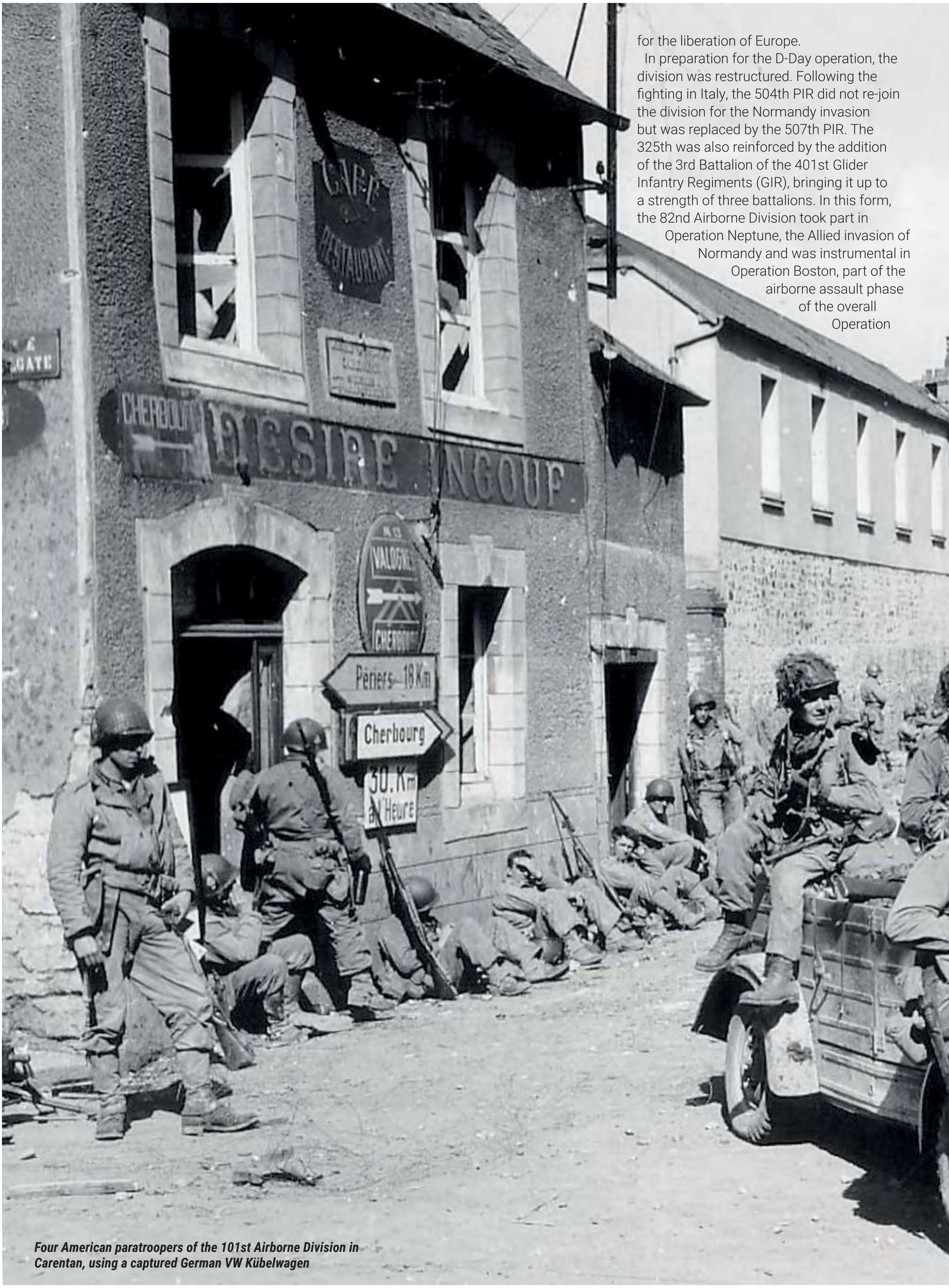


LEFT: **101st Airborne, Filthy Thirteen member Clarence Ware applies war paint to Charles Plaudo, 5 June 1944. The idea was Sgt McNiece's, in honour of his Native American heritage**
BELOW: **Sainte-Mère-Église photographed in 1944.** BADGE **82nd Airborne Division**



for the liberation of Europe.

In preparation for the D-Day operation, the division was restructured. Following the fighting in Italy, the 504th PIR did not re-join the division for the Normandy invasion but was replaced by the 507th PIR. The 325th was also reinforced by the addition of the 3rd Battalion of the 401st Glider Infantry Regiments (GIR), bringing it up to a strength of three battalions. In this form, the 82nd Airborne Division took part in Operation Neptune, the Allied invasion of Normandy and was instrumental in Operation Boston, part of the airborne assault phase of the overall Operation


CAFE RESTAURANT
CHERBOURG
DESIRE INGOUF
VALOGNES
CHERBOURG
Périers 18 Km
Cherbourg
30 Km à l'Heure

Four American paratroopers of the 101st Airborne Division in Carentan, using a captured German VW Kübelwagen

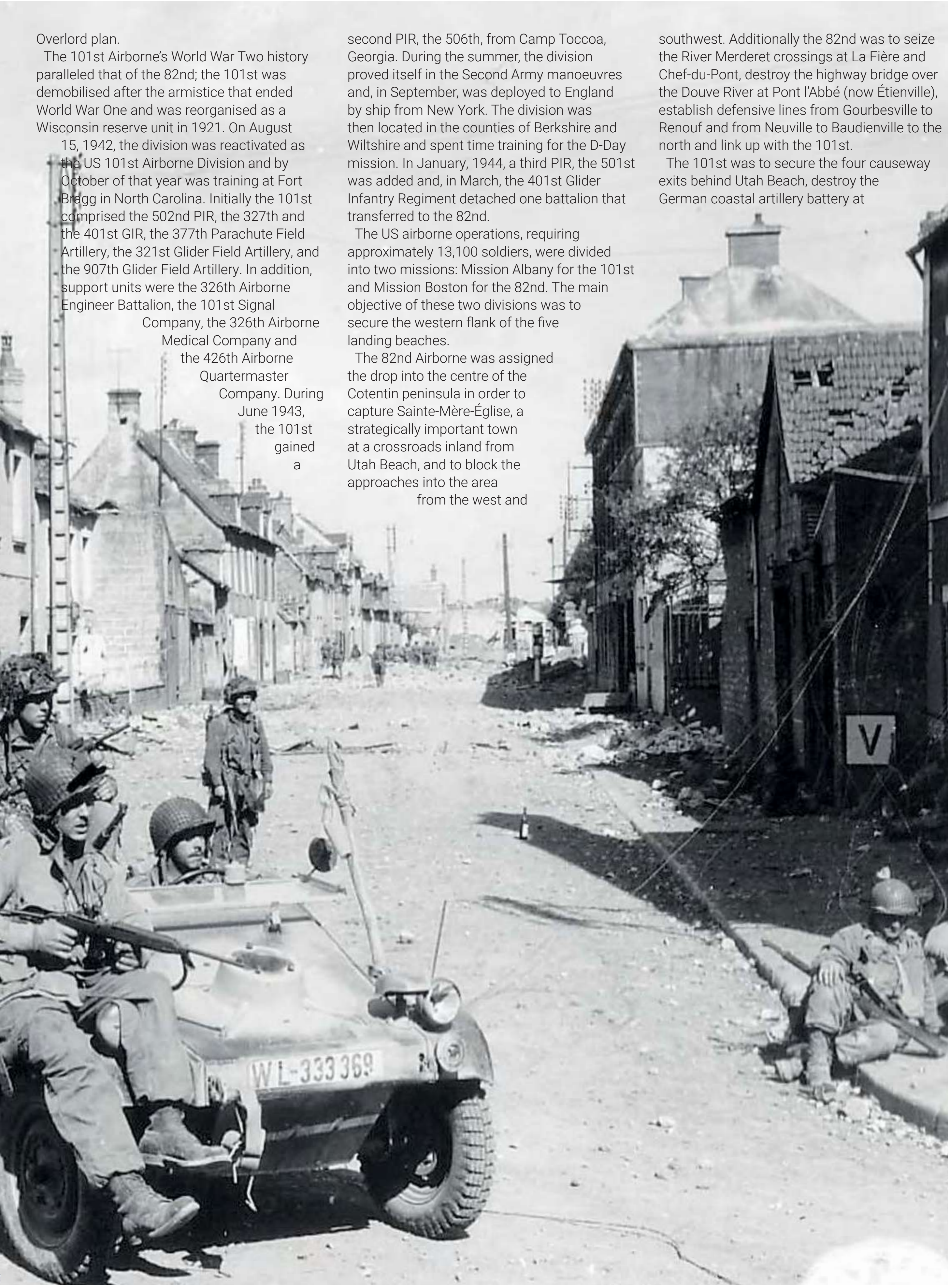
Overlord plan.

The 101st Airborne's World War Two history paralleled that of the 82nd; the 101st was demobilised after the armistice that ended World War One and was reorganised as a Wisconsin reserve unit in 1921. On August 15, 1942, the division was reactivated as the US 101st Airborne Division and by October of that year was training at Fort Bragg in North Carolina. Initially the 101st comprised the 502nd PIR, the 327th and the 401st GIR, the 377th Parachute Field Artillery, the 321st Glider Field Artillery, and the 907th Glider Field Artillery. In addition, support units were the 326th Airborne Engineer Battalion, the 101st Signal Company, the 326th Airborne Medical Company and the 426th Airborne Quartermaster Company. During June 1943, the 101st gained a second PIR, the 506th, from Camp Toccoa, Georgia. During the summer, the division proved itself in the Second Army manoeuvres and, in September, was deployed to England by ship from New York. The division was then located in the counties of Berkshire and Wiltshire and spent time training for the D-Day mission. In January, 1944, a third PIR, the 501st was added and, in March, the 401st Glider Infantry Regiment detached one battalion that transferred to the 82nd.

The US airborne operations, requiring approximately 13,100 soldiers, were divided into two missions: Mission Albany for the 101st and Mission Boston for the 82nd. The main objective of these two divisions was to secure the western flank of the five landing beaches.

The 82nd Airborne was assigned the drop into the centre of the Cotentin peninsula in order to capture Sainte-Mère-Église, a strategically important town at a crossroads inland from Utah Beach, and to block the approaches into the area from the west and southwest. Additionally the 82nd was to seize the River Merderet crossings at La Fière and Chef-du-Pont, destroy the highway bridge over the Douve River at Pont l'Abbé (now Étienville), establish defensive lines from Gourbesville to Renouf and from Neuville to Baudienville to the north and link up with the 101st.

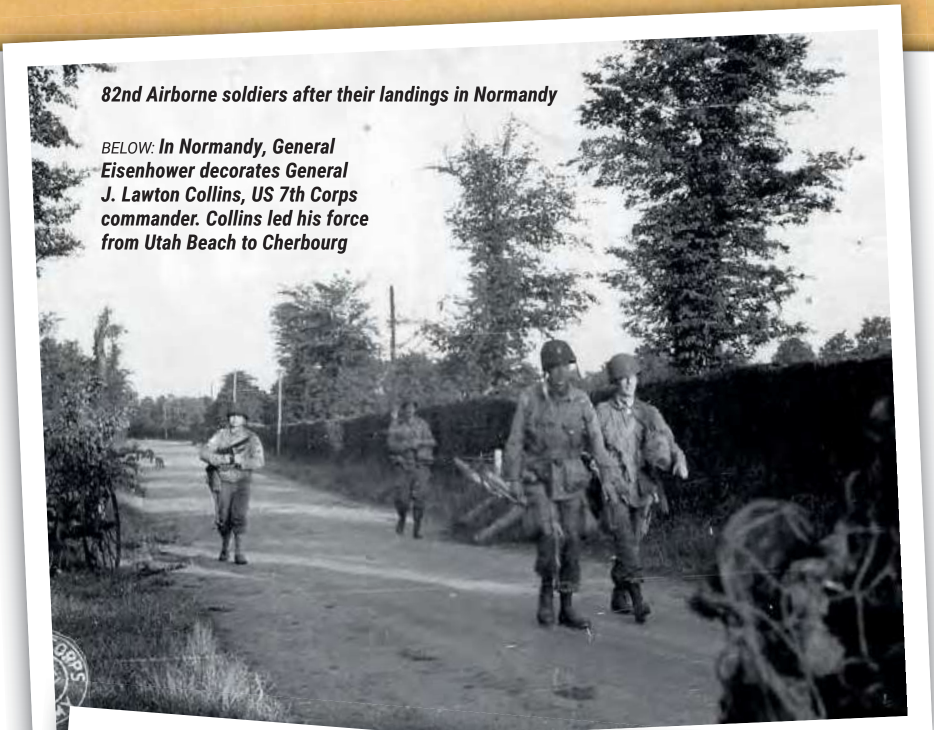
The 101st was to secure the four causeway exits behind Utah Beach, destroy the German coastal artillery battery at



Carte indéchirable
MICHELIN
Normandie
2014
1 cm = 2 km
Tous les services utiles
Stations-service
Alertes Sécurité
Plans de ville : Rouen, Caen

Saint-Martin-de-Varreville, capture Mésières, the Douve River lock at la Barquette (opposite Carentan), two footbridges spanning the Douve at la Porte opposite Brévands, and destroy the road bridges at Sainte-Come-du-Mont. Additionally units would establish a defensive line between the beachhead and Valognes and link up with the 82nd.

Albany was the first of two parachute missions and the 101st's drop zones were to the south and east of Sainte-Mère-Église. Each of its PIRs was transported by formations of C-47 transport aircraft scheduled at six-minute intervals. The main combat jumps were preceded at each drop zone by teams of pathfinders that arrived 30 minutes before the main assault to set up navigation beacons to aid the C-47s in locating the DZs in the dark. The C-47s were routed to approach Normandy from the west at low altitude to achieve surprise by remaining below German radar coverage. They started taking off at 22:30 on June 5.


82nd Airborne soldiers after their landings in Normandy

BELOW: ***In Normandy, General Eisenhower decorates General J. Lawton Collins, US 7th Corps commander. Collins led his force from Utah Beach to Cherbourg***

D 17
BEUZEVILLE-AU-P.
AZEVILLE
Normandie 1944
OBJECTIF UN PORT
collège
complexe sportif
camping
Hôtel du 6 Juin
Ecoles du Manoir
E.H.P.A.D.
Centre de Loisirs C.L.S.H.
U.S.A
20250827
A Jeep in Sainte-Mère-Église in 2018

Sainte-Mère-Église in June 2018

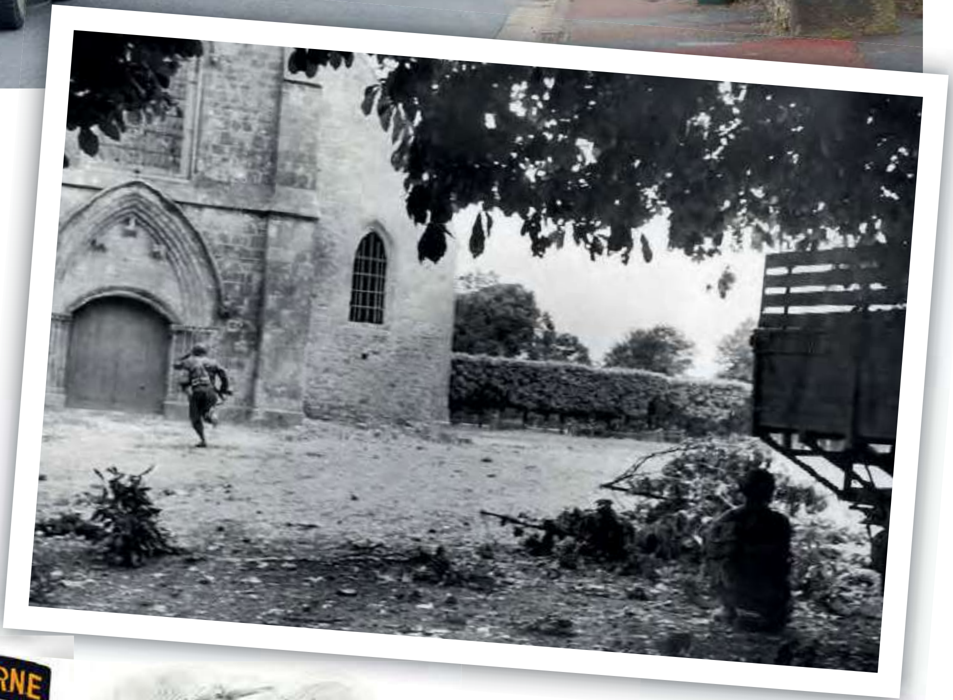
The Cotentin weather conditions and German flak – antiaircraft fire – as well as the darkness impacted negatively on the operation and many of the flights were dispersed and scattered. Quick and decisive thinking, improvising units and much heroism by the guys on the ground led to the Airborne soldiers being able to undertake offensive operations and achieve many of their objectives. The 101st Airborne accomplished its most important mission of securing the beach exits, but only achieved a tenuous hold on positions near the Douve River.

6 JUIN 1944
6 JUIN 1944
SAINTE-MÈRE-ÉGLISE
SAINTE-MÈRE-ÉGLISE

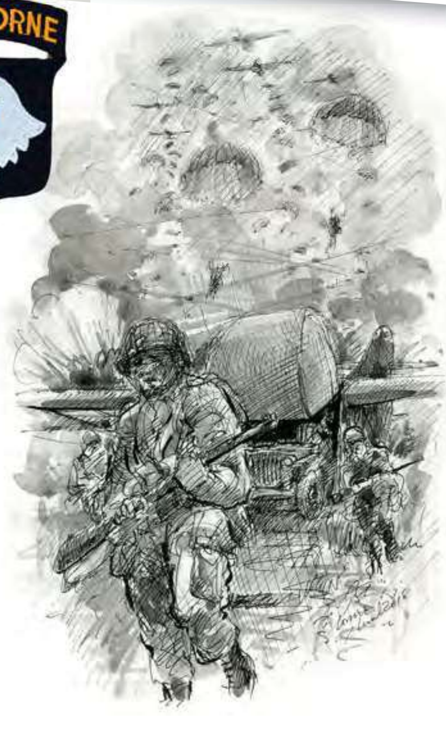
The 82nd Airborne's drop began at 01:51 as the 505th PIR was scheduled to arrive ten minutes after the last flight of the 101st's drop. At first, the 82nd's C-47s suffered fewer of the difficulties that had disrupted the earlier ones, and the 505th made the most accurate of the D-Day drops. However other units were dispersed and aircraft were shot down. Further drops were scattered over a wide area, units were separated and there was considerable confusion and numerous casualties. Some of the 507th PIR came down in 101st drop zones and became temporarily attached to that division.

The 505th PIR was able to accomplish much of its mission on schedule when it captured Sainte-Mère-Église by 04:30 after fierce fire. More intense fighting took place along the Merderet River although the 82nd's D-Day objectives of clearing areas west of it and destroying bridges over the Douve were not achieved on D-Day, despite the heroism of the 82nd whose soldiers fought on in the face of setbacks and confusion. One was Private First Class Charles N DeGlopper (1921-1944) who had deployed to Normandy with the 325th GIR. His selfless actions to secure a bridgehead across the Merderet River at La Fiere led to his being awarded a posthumous Medal of Honor. A monument now marks the spot where his actions saved his comrades.

In the town of Sainte-Mère-Eglise, the early landings resulted in heavy casualties for the paratroopers but while the two airborne divisions suffered setbacks and high casualties to gain a tenuous foothold in Normandy, it was enough. As they held on and consolidated in the following days, it enabled more troops and supplies to be landed and ensure that the beachheads would be unassailable for the next stage of the Normandy campaign.



ABOVE: ***Paratroopers of the 505th PIR of the 82nd Airborne run for the door of the church in Sainte-Mère***



101st Airborne Division

PLACES TO VISIT

Airborne Museum, Sainte-Mère-Eglise

14 Rue Eisenhower, 50480 Sainte-Mère-Eglise

This museum – Musée Airborne – is dedicated to the American paratroopers of the 82nd and 101st airborne divisions who parachuted into Normandy on the night of June 5–6, 1944. It was opened in 1964, the 20th anniversary of D-Day, by General Ridgway (Commanding General of the 82nd in 1944), and General James M Gavin.

The WACO building, shaped like a large parachute shroud, contains an authentic WACO glider, the only example in France. This building is located on the same spot as the house that caught fire on the night of June 5, 1944, as shown in the movie The Longest Day. A second parachute-shaped building was opened in 1984 and covers a C-47 plane. For the 70th anniversary of D-Day, a third building named Operation Neptune opened its doors to the public after being inaugurated in presence of veterans of World War II. www.airborne-museum.org

D-Day Experience (Dead Man's Corner)

Address: 2 Village de l'Amont, 50500 Saint-Côme-du-Mont

Located near Saint-Côme-du-Mont, the older of the buildings at the museum and the land upon which it sits has as much historical significance as the artefacts displayed within. On the night of June 6, 1944, it was occupied by German paratroopers or Fallschirmjäger. The term 'Dead Man's Corner' derives from an event when a US tank commander, Lt Walter T Anderson, was killed here.

Founded in 2004, the D-day Experience began as a small exhibition with a couple of life-sized dioramas and US Airborne exhibits. It has expanded considerably since 2015, with a new structure housing both the main collection of exhibits, much increased, along with a unique flight simulator incorporated into the fuselage of a genuine C-47 aircraft restored in the colours of 'Stoy Hora' – the lead aircraft that carried members of the 101st Airborne Division to Drop Zone D (the 'Bloody DZ') as part of Operation Neptune. The flight simulator involves being briefed by a 3D hologram of an actor dressed as Lt Col. Robert L Wolverton, visitors are taken aboard the 'Stoy Hora' and instructed to strap in. Another highlight is the Jeep inside a section of a Waco CG-4 glider that has been stripped of its canvas skin to reveal the complexity and fragility of the aircraft. As the museum continues to develop, 2019 will see the addition of a 4K movie theatre.

1
Channel Blues
4
PLANEUR WACO

2
D-DAY EXPERIENCE
10△-609TD
HQ-4
EM-474-LS

6 JUIN 1944 LES 82e ET 101e DIVISIONS U.S.A. DE PARACHUTISTES LIBERENT CE CANTON
6TH JUNE 1944 THE 82ND AND 101 ST DIV. U.S.A. OF PARATROOPS LIBERATE THE DISTRICT

Fière Bridge

La Fière, 50480 Sainte-Mère-Église

Running parallel to the shoreline roughly 5 miles (8km) from Utah Beach, the marshes of the Merderet and Douve Rivers formed a natural defensive line protecting the western end of the Allied landing zone and at the same time limiting the Allies' potential to break out of the beachhead. Thus control of the bridges at Manoir de la Fière and Chef-du-Pont was seen as vital. The Merderet was assigned to the US 82nd Airborne Division as Mission Boston, scheduled for five hours before the amphibious landings on D-Day. However, cloud cover and German fire caused the landings to be dispersed. The airborne units took the strategic town of Sainte-Mère-Église but failed in their original mission to clear the west bank of the Merderet on D-Day and blow the bridge over the Douze at Pont l'Abbé (now Étienville). Control of the bridges over the Merderet River was disputed, but heroic US actions held off German counterattacks including an assault over the bridge at La Fière by the 1057th Grenadier Regiment and light tanks of the 100th Panzer Replacement Battalion. This appears to have been the inspiration for the final battle sequence in the film Saving Private Ryan, which is set around a bridge over the Merderet in the fictional town of Ramelle.

Sainte-Mère-Église

On the N13

Sainte-Mère-Église lies in a flat area of the Cotentin peninsula known locally as le Plain which is bounded on the west by the Merderet River and the English channel to the east, and by the communes of Valognes and Carentan to north and south respectively. The town played a significant part in the landings because it stood on route N13, which the Germans could have used to counterattack. In the early morning of 6 June, mixed units of the US 82nd and 101st Airborne occupied the town in Mission Boston, making it one of the first towns liberated. However, the early drops resulted in heavy casualties. Buildings were on fire and they illuminated the sky, making easy targets of the descending men. Many hanging from trees and utility poles were shot before they could cut loose. One such incident involved John Steele (1912-1969) of the 505th PIR, whose chute caught on the church spire, and he could only observe the fighting below. He hung for two hours pretending to be dead before being taken prisoner. The incident was portrayed in the movie The Longest Day. Later that morning, the 505th PIR captured the town with little resistance but heavy German counterattacks began later in the day and into the next. The Airborne held the town until reinforced by tanks from Utah Beach on the afternoon of June 7. A mannequin remembering John Steele hangs from the church tower and there's a monument to the US Airborne Divisions stands in the town.

US COLLECTABLES

Aluminium water bottles are a common item of outdoor equipment these days but were a novelty during World War Two, even though their roots reach back to before World War One. The US Army Infantry Equipment Board introduced a completely new set of field equipment which included a one-quart (US) (946cc) canteen In 1909, hence the M1910 designation. It was made of aluminium with a cup in which it could nest, and a canvas cover. This basic design became standard and remained, with evolving components and materials, the standard for the rest of the 20th Century. Aluminium canteens were preferred but options included stainless steel. Various amendments to the design can be found; some had a horizontal seam for example.

Production resumed for World War Two and, from late 1942, the War Production Board released aluminium for the manufacture of canteens. The first ones produced after the ban was lifted were made by companies that had been involved with manufacture of the 1942 steel canteen and were therefore produced with a horizontal seam. The more traditional, welded, aluminium canteen with the side seam went back into production beginning in 1943 with a black resin plastic cap containing a cork seal. The cap is one inch high with a recessed top to protect the chain rivet as seen here. This one is marked 'US AGM Co 1945' which means it was made by the Aluminium Goods Manufacturing Co for 1945 issue. There were numerous other makers including Aluminium Products Co (AP Co), Buckeye Aluminium Co (BA Co), Geuder, Paeschke, Frey Co (GP&F Co), Landers, Frary & Clark (LF&C), Massilion Aluminium Co (MA Co), Republic Stamping and Enamelling Co (RSE), Southeastern Metals Co (SM Co) and The Aluminium Cooking Utensil Co (TACU).

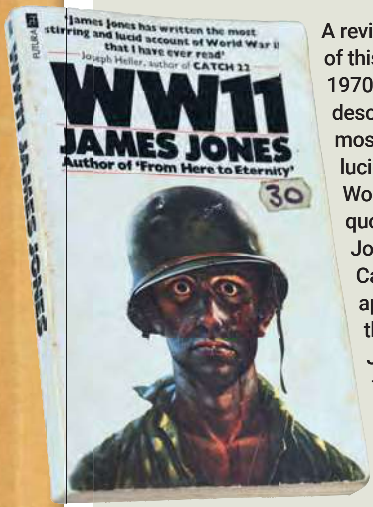
Following World War Two, M1910 canteens remained in use during the Korean War with production from 1951 to 1954. The final batch was made in 1962-1963.

FURTHER READING

COLLECTABLE

Title: WWII

Author: *James Jones*
Publisher: *Futura Publications Ltd (this edition)*
Year: *1977 (this edition)*
ISBN: *0-8600-7429-3*
Language: *English*
Binding: *Softback (this edition)*
Pages: *198*
Size: *112 x 175mm (41/2 x 7in)*
Price: *c£15 (this edition)*
www.abebooks.co.uk


'James Jones has written the most stirring and lucid account of World War II that I have ever read'
Joseph Heller, author of CATCH 22
WW11
JAMES JONES
Author of 'From Here to Eternity'
30
FUTURA
WW11 JAMES JONES

A review on the cover of this dog-eared 1970s paperback describes it as "the most stirring and lucid account of World War 2". The quotation is by Joseph Heller, of Catch 22 fame, applauding the words of James Jones, the American author whose novels From Here to Eternity and The Thin Red Line made him the preeminent voice of the US enlisted man of World War Two. Jones wrote the text for an oversized book edited by former Yank magazine art director Art Weithas and featuring visual art from World War Two.

The now collectable book sold well and drew praise for Jones's text. This cheap paperback edition of WWII offered an accessible version of that book and some of the artwork is reproduced in a section of black and white images. It was Jones's only lengthy non-fiction writing on the war that defined his generation.

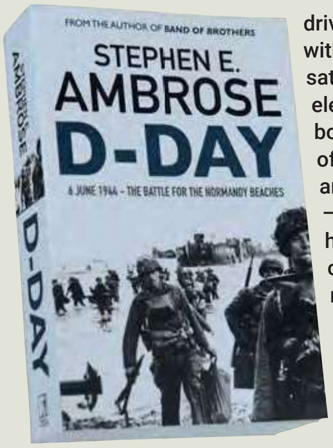
Moving chronologically and thematically through the complex history of the conflict, Jones interweaves his own vivid memories of soldiering in the Pacific while always returning in resounding tones to larger themes. Much of WWII can be read as a tribute to the commitment of American soldiers, but Jones also pulls no punches, bluntly chronicling resentment at the privilege of the officers, questionable strategic choices, wartime suffering, disorganisation, the needless loss of life, and the brutal realisation that a single soldier is ultimately nothing but a replaceable cog in a heartless machine.

James Jones' book is a reminder of what the youngsters of 1944 accomplished and the dreadful costs of doing so.

CURRENT

D-Day

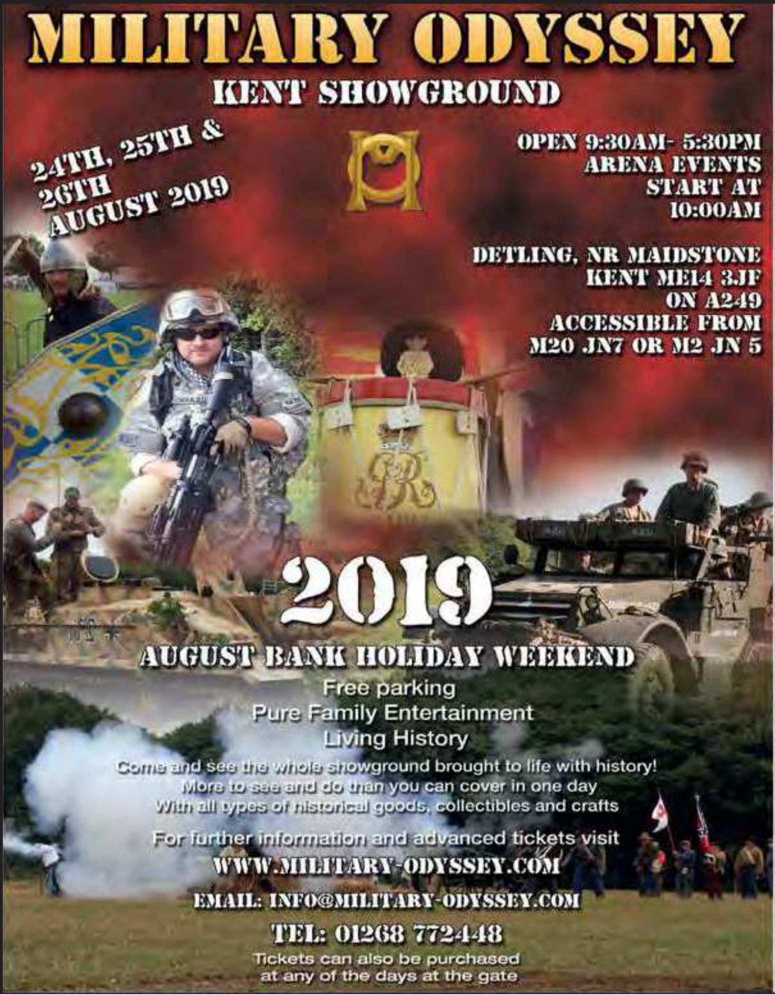
Author: *Stephen E Ambrose*
Publisher: *Simon & Schuster*
Year: *2016 (this edition)*
ISBN: *9781471158261*
Language: *English*
Binding: *Softback (this edition)*
Pages: *660*
Size: *130 x 198mm (5 x 73/4in)*
Price: *£8.99*
www.simonandschuster.co.uk


FROM THE AUTHOR OF BAND OF BROTHERS
STEPHEN E. AMBROSE
D-DAY
6 JUNE 1944 – THE BATTLE FOR THE NORMANDY BEACHES
AMBROSE D-DAY

These days it seems that many of us can't drive to the supermarket without the aid of a satnav or park without electronic assistance, so books about any aspect of the D-day landings – amphibious or airborne – serve to reiterate how far technology has come since then. To my mind it makes the scale of the invasion and its complex planning even more impressive. This war would speed the development of radar, but navigation was still largely the preserve of compasses and maps while radio communication was basic. We take GPS and mobile phones for granted so it's hard to imagine 1944 with its risks and the potential for error. I'll never know what it's like to jump out of a C-47 into the darkness and parachute into an opposed landing zone, but a sober assessment of the risks of being shot, drowned, injured, blown off-course and generally disorientated shows what risks many – British and American alike – willingly took. Other, but no less dangerous, perils awaited those who came ashore from landing craft.

In this book, based on 1,400 oral histories from men who were there, noted World War Two historian Stephen E. Ambrose tells the story of D-Day. It is about citizen soldiers – a favourite theme of his – junior officers and enlisted men taking the initiative to act on their own to break through Hitler's Atlantic Wall. It is a no-holds-barred story of the battles on landing beaches and drop zones. Ambrose believes that D-Day was "the epic victory of democracy on the most important day of the twentieth century".

It puts the modern problem of having no mobile phone signal into perspective!



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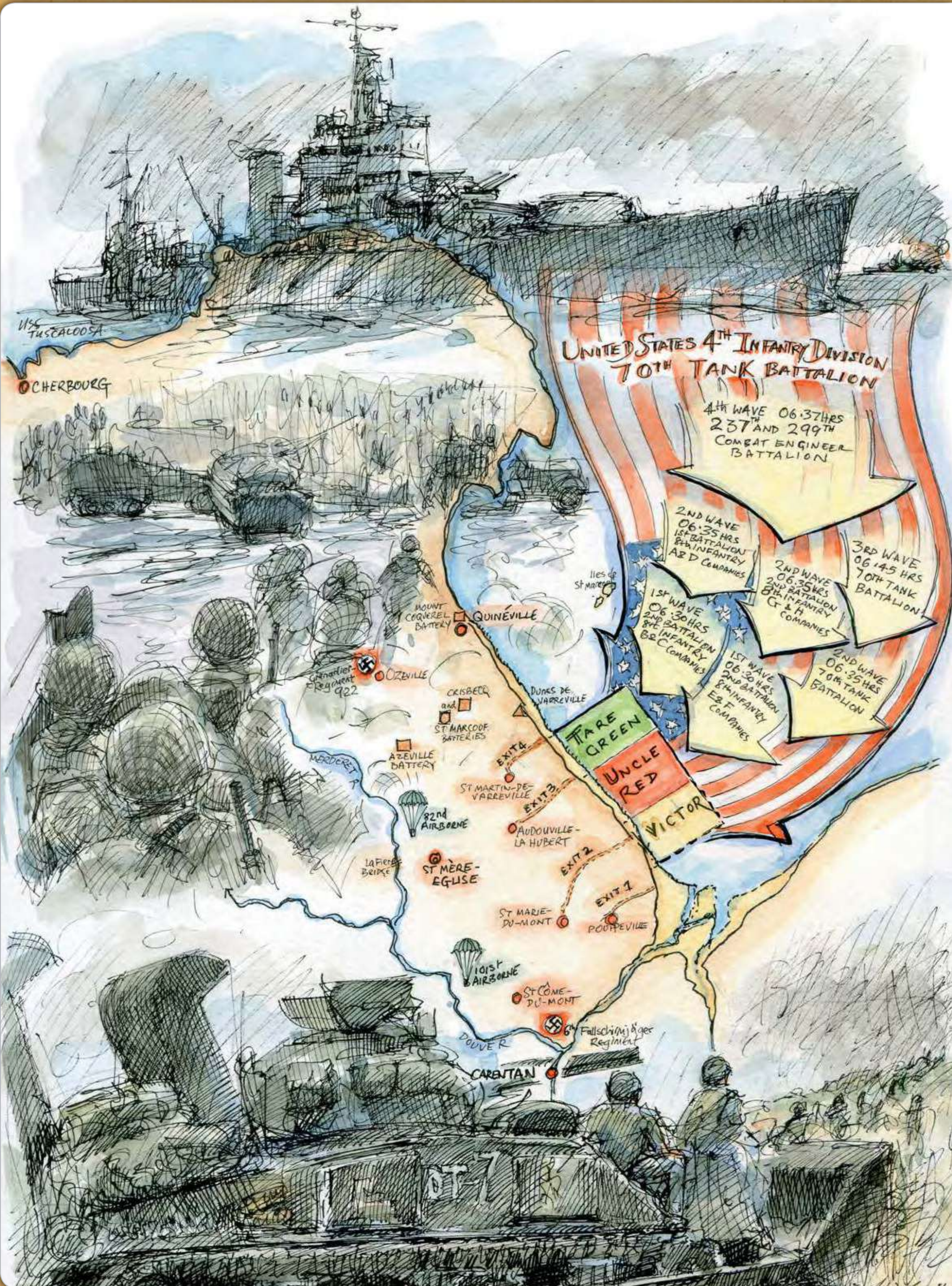
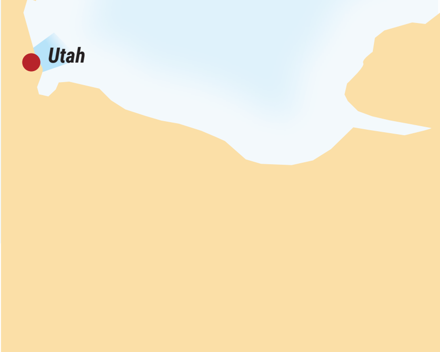

USS TUSCALOOSA
CHERBOURG
UNITED STATES 4TH INFANTRY DIVISION
70TH TANK BATTALION
4th WAVE 06.37HRS 237TH AND 299TH COMBAT ENGINEER BATTALION
2ND WAVE 06.35 HRS 1st BATTALION 8th INFANTRY A&D COMPANIES
3RD WAVE 06.45 HRS 70TH TANK BATTALION
2ND WAVE 06.35HRS 2ND BATTALION 8th INFANTRY G&H COMPANIES
1st WAVE 06.30HRS 2ND BATTALION 8th INFANTRY B&C COMPANIES
1ST WAVE 06.30 HRS 2ND BATTALION 8th INFANTRY E&F COMPANIES
2ND WAVE 06.35HRS 70th TANK BATTALION
Iles de St Marcouf
MOUNT COQUEREL BATTERY
QUINÉVILLE
Grenadier-Regiment 922
OZEVILLE
CRISBECQ and ST MARCOUF BATTERIES
DUNES DE VARREVILLE
TARE GREEN
UNCLE RED
VICTOR
AZEVILLE BATTERY
MERDERET R
EXIT 4
ST MARTIN-DE-VARREVILLE
EXIT 3
82nd AIRBORNE
AUDOUVILLE-LA HUBERT
La Fiere Bridge
ST MÈRE-EGLISE
EXIT 2
EXIT 1
ST MARIE-DU-MONT
POUPPEVILLE
101st AIRBORNE
ST CÔME-DU-MONT
6th Fallschirmjäger Regiment
DOUVE R
CARENTAN
OT-7

Location

Utah Beach, which faces northwest, is the westernmost of the five codenamed landing beaches in Normandy, and stretches some 12 miles from Quinéville to Sainte-Marie-du-Mont on the Cotentin Peninsula, west of the Carentan canal. It can be accessed from the D421, Rue des Alliés, a minor coast road which parallels the D14 and which is located slightly inland. The amphibious landing zones are at the southern end of the beach.

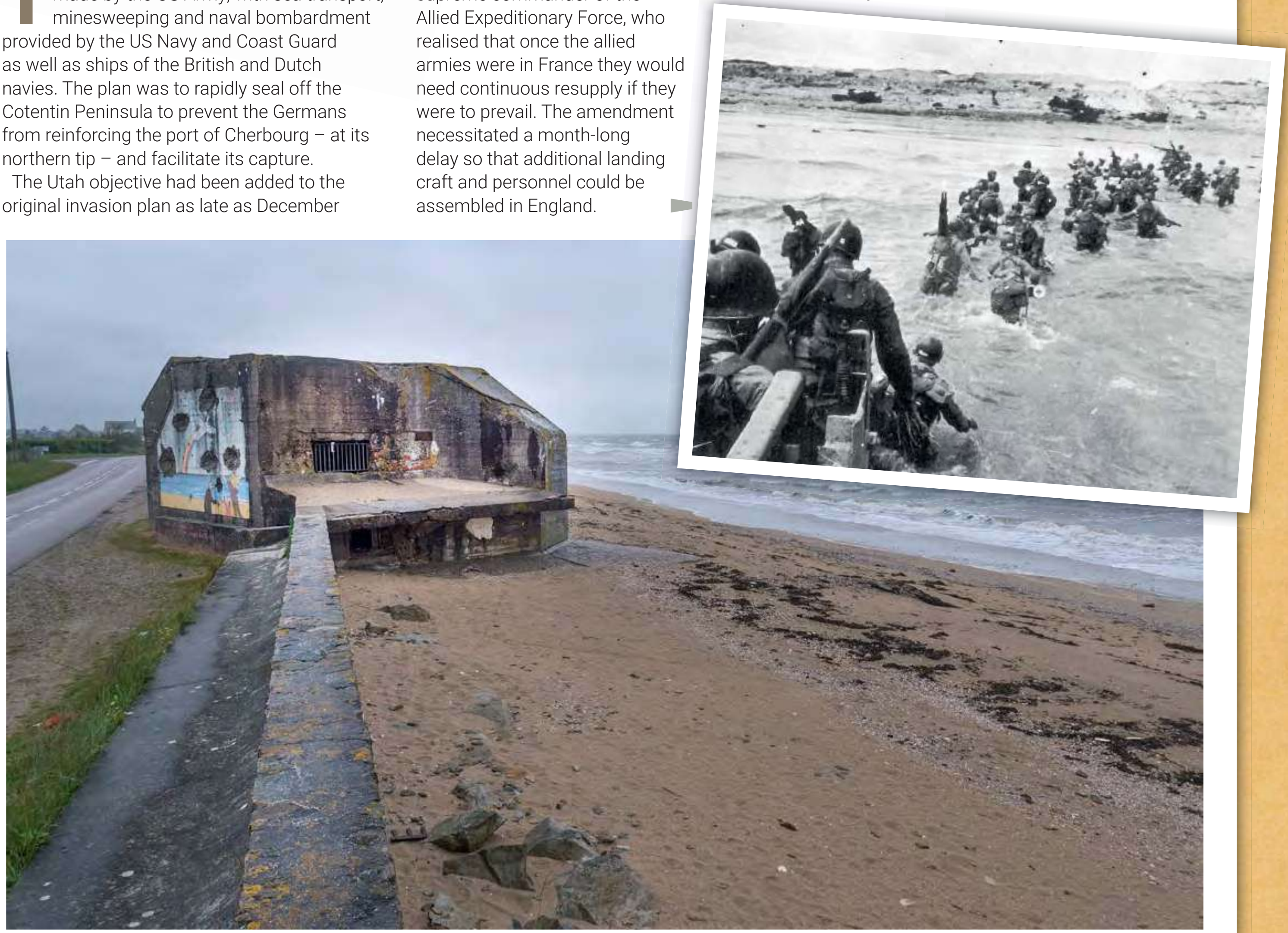


CODENAME UTAH

The key objective at Utah was to secure a beachhead on the Cotentin Peninsula, enabling capture of the strategically important port facilities at Cherbourg

The amphibious landings at Utah were made by the US Army, with sea transport, minesweeping and naval bombardment provided by the US Navy and Coast Guard as well as ships of the British and Dutch navies. The plan was to rapidly seal off the Cotentin Peninsula to prevent the Germans from reinforcing the port of Cherbourg – at its northern tip – and facilitate its capture.

The Utah objective had been added to the original invasion plan as late as December 1943 by General Dwight D Eisenhower, supreme commander of the Allied Expeditionary Force, who realised that once the allied armies were in France they would need continuous resupply if they were to prevail. The amendment necessitated a month-long delay so that additional landing craft and personnel could be assembled in England.



THIS PAGE: **Utah Beach today** INSERT: **US troops landing on Utah Beach. The sand dunes beyond the beach are clearly evident**

The chosen Utah landing area was around three miles wide and located northwest of the Carentan estuary on sandy beaches backed by dunes.

The defences at Utah were sparse compared to other areas because low-lying land immediately behind the dunes was flooded. Roughly two miles inland were the defenders' coastal and field artillery batteries, including elements of the German 709th, 243rd and 91st infantry divisions.

The amphibious assault, primarily by the US 4th Infantry Division and 70th Tank Battalion, was supported by nearby parachute drops of the 82nd – All American – and 101st – Screaming Eagles – Airborne Divisions. The US forces faced defenders in the form of two battalions of the 919th Grenadier Regiment, part of the 709th Static Infantry Division.

Improvements to the coastal fortifications had been undertaken under the leadership of Field Marshal Erwin Rommel from October 1943 onwards. However, many of the troops assigned to defend the area were poorly equipped non-German conscripts. Slightly further inland are various coastal defence batteries such as those at Mount Coquerel, Azeville, St Marcouf and Crisbecq.

The plan was to cross the beach and seize control of the coast roads, link up with airborne troops who were to drop inland five hours earlier and then prepare to attack towards Cherbourg.

The 8th Infantry Regiment was to attack first; supported by 32 amphibious Sherman tanks in the first wave, it was to land opposite Les-Dunes-de-Varreville, a well-fortified area. Just four causeways exited the beach through the flooded lowlands, severely restricting movement inland.

A team of 14 Comanche native American 'code talkers' took part in the Utah landings, relaying messages in their traditional tongue to confound any listening Germans, who would struggle to make sense of the dialects. Their language had no words for military hardware, so the Comanches developed their own substitutes: 'turtle' was used for tank, while dive bombers were referred to as 'pregnant aeroplanes'.

Posted to the 4th Infantry Division, they transmitted messages between units – and, although several were wounded during the landings, all 14 survived the invasion of Normandy.

The German battery at Mount Coquerel was shelled by the USS Tuscaloosa (CA-37), a New Orleans-class cruiser, as D-Day on Utah beach began at H-Hour – 06:30 – when the first wave of landing craft would hit the beach.

Infantry and tanks landed in four waves and troops secured the immediate area, suffering minimal casualties. But the landing plan went wrong from the start when strong currents affected the landing craft crews' route finding; and they were also hampered by smoke from the preceding shore bombardment.

A major problem was the loss of the USS Corry – a destroyer in the bombardment group, sunk after it struck a mine while evading fire from the Marcouf battery – and three of four control landing craft, which also struck mines; the fourth one eventually rounded up the other landing craft and led them in.

Pushed to the southeast by strong currents, the force landed 2,000 metres away from the designated landing area in a fortunately less defended sector. The first troops to reach the shore were four companies from the 2nd Battalion, 8th Infantry, in 20 Landing Craft Vehicle Personnel (LCVPs), aka Higgins boats.

Companies B and C landed on the segment codenamed Tare Green and Companies E and F to their left on Uncle Red. The assistant division commander, Brigadier General Theodore Roosevelt Jr, quickly realised what had happened and spurred his men on, saying: "We'll start the war from right here!"

A second wave of assault troops arrived at 06:35 in 32 LCVPs. Companies A and D of 1st Battalion, 8th Infantry landed on Tare Green and G and H on Uncle Red.

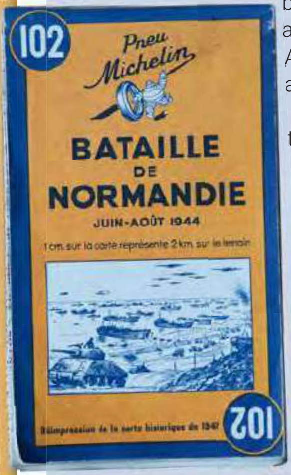
The 70th Tank Battalion, equipped with 32 amphibious Duplex Drive (DD) Sherman tanks in eight Landing Craft Tanks (LCTs), were delayed by a strong headwind but were able to launch 1,500 yards from the shore rather than the 5,000 yards planned.

Four tanks and their crews were lost when an LCT hit a mine, but 28 made it ashore.

The third assault wave, arriving at 06:45, included 16 conventional M4 Sherman tanks and eight bulldozer tanks of the 70th Tank Battalion. The fourth wave followed and landed detachments of the 237th and 299th Combat Engineer Battalions, tasked with clearing obstacles and mines from the beach and the area behind it.

Their approach was expeditious, using explosives to smash beach obstacles and blow holes in the sea wall to improve access for troops and vehicles, while bulldozers pushed wreckage out of the way to create clear lanes for further landings. Within three hours, three of the crucial beach exits had been secured and by 12:00 contact had been made with paratroopers from the 101st Airborne Division

US 4th Infantry Division


102
Pneu Michelin
BATAILLE DE NORMANDIE
JUIN-AOÛT 1944
1 cm. sur la carte représente 2 km. sur le terrain
Réimpression de la carte historique de 1947
102

ABOVE: ***A widely available reproduction of the map originally published by Michelin in 1947. Michelin Battle of Normandy Map 102 covers the region associated with the Battle of Normandy between June and August 1944, at a scale of 1:200,000. Shown are the main sites from the June 1944 fighting; it includes special icons denoting battle sites and parachute drops, as well as an inset showing the overall campaign. Text is in French and English.***

around the nearby town of Pouppeville. By the end of June 6, the 4th Division had pushed about four miles inland and some of its units were within a mile of the 82nd Airborne's perimeter near Sainte-Mère-Église.

In total, the 4th Infantry Division landed 21,000 troops – suffering just 197 casualties – and 1,700 motor vehicles. Seven hundred men, however, were lost from engineering units, the 70th Tank Battalion and shipping sunk by the enemy. By the end of the day, Allied forces had only captured about half of the anticipated area and significant groups of German defenders were holding out – but the Utah beachhead was secure.

For an amphibious assault that almost went awry in the early confusion, the Utah landings turned out to be a greater success than the most optimistic expectations. The Germans had not been able to counter-attack the beach because, amid confusion among their commanders as to exactly where the main assault was happening, US airborne troops had succeeded in holding the roads that led to its approaches.

The 4th Division then had to move across the causeways through flooded farmland behind the beach to link up with the 101st Airborne. They discovered that the route towards Pouppeville had already been captured by the US 3/501st Parachute Infantry Regiment.

The causeway directly behind La Grande Dune eventually became the main exit road off the beach, but securing it required the capture of Sainte-Marie-du-Mont, three miles inland. US Engineers made repairs to a blown bridge and cleared destroyed tanks to enable traffic to move on the causeway.

The 506th Parachute Infantry Regiment meanwhile captured batteries at Holdy and Brécourt Manor and took Sainte-Marie-du-Mont after house-to-house fighting, clearing the way for the 8th Infantry to advance up the causeway almost unopposed towards Audouville-la-Hubert, previously taken by the 502nd PIR.

At the same time, the 22nd Infantry, supported by tanks, moved northwest along the beach, eliminating German strongpoints as they found them – the concrete pillboxes were also hit by artillery fire called in from the many naval vessels offshore – and by the evening they had consolidated with 12th Infantry soldiers to form a defensive perimeter around the northern end of the beachhead.

At the southern end, some 3,000 men of the 6th Fallschirmjäger Regiment moved into positions near Saint-Côme-du-Mont to prevent the 501st PIR from advancing any further on D-Day – not until June 14 could the Americans make the final assault on Quinéville, where an artillery position was occupied by the 4th Battery of the Heeres Küsten Artillerie.

The US 22nd Infantry Regiment, supported by the 70th Tank Battalion, was ordered to take a position on the heights west of the village while a further battalion of the 22nd attacked Quinéville to the east with units of 3rd Battalion of the 9th Infantry Division. To the south, the 1st Battalion of the 39th Infantry Regiment cleared the various German positions along the shore and attacked the Grenadier-Regiment 922 in the village.

The 1st Battalion of the 22nd Infantry Regiment meanwhile captured the battery on Mount Coquerel and tanks of the 70th Tank Battalion entered Quinéville to support the infantry, but mortar shells obliged the tanks to withdraw, forcing the infantry to fight on its own. When the Americans finally reached the enemy's casemates at 21:30, the Germans surrendered.

The Allies had planned to set up a landing port in Quinéville for American supplies in the Cotentin, but the idea was abandoned on June 12 in favour of a new landing area on Utah Beach.

Cherbourg was captured on June 26, but the Germans had destroyed the port facilities, which were not fully reinstated until September.

ABOVE: ***Soldiers of the 8th Infantry Regiment, 4th Infantry Division, move over a seawall on Utah Beach on D-Day.*** *BELOW:* ***The US landings here were chaotic but fortunately casualties were light***

PLACES TO VISIT

2nd French Armoured Division Landing Monument

Rue des Alliés, 50480 Saint-Martin-de-Varreville, Manche

This is a monument to General Leclerc's 2e Division Blindée (2e DB, or 2nd Armoured Division) of the Free French Army which landed on this stretch of Utah Beach on August 1, 1944 as part of Maj General Wade Haislip's XV Corps, itself part of Lt General George S Patton's US Third Army; both generals spoke French fluently. Later that month, 2e DB participated in the Battle of the Falaise Pocket, which inflicted a major defeat on the German Army. Adjacent to the monument is a Sherman tank, a Greyhound M8 armoured car and an M3 half-track in FFI (French Forces of the Interior) markings.

Azeville Battery

Lieu-dit la Rue, 50310 Azeville

Despite the absence of its 155mm guns, the German coastal battery at Azeville is an impressive complex to visit. Part of the Atlantic Wall, it is relatively well preserved and the original camouflage paint can still be seen on some of the bunkers. Visitors embark on a journey through the narrow and dimly lit communication tunnels that link various bunkers and rooms and even cross beneath the road to an adjacent field. There are small openings which afford a view of the outside world on the other side of the thick concrete walls. At other stops visitors can climb into one of the 'Tobruks' – defensive machine gun positions.

Above ground it's possible to view the casemates of two different designs. North of Utah Beach, the casemates were hit by shells from the USS Nevada on the night of June 8/9.

Dunes-de-Varreville

50480 Saint-Martin-de-Varreville

The hamlet of the Dunes-de-Varreville, with its numerous defensive gun emplacements, was occupied by the German 709th Infantry Division. The first wave of the assault by American troops landed 600 metres southeast of the hamlet of La Madeleine, and the 3rd Battalion of the US 22nd Infantry Regiment of the 4th Infantry Division headed north towards Quinéville. The infantrymen were supported by the Sherman tanks of the 1st Platoon of Company A of the 746th Tank Battalion. The Germans put up fierce resistance, pinning the Americans down, so Allied naval guns were used to intervene and force their retreat. This left the beach open for the troops and armoured vehicles still being disembarked, and the Americans took control of the Dunes-de-Varreville.

On August 1, 1944, the Free French 2nd Armoured Division, commanded by General Leclerc, landed on the Dunes-de-Varreville beach and joined in the ongoing liberation of Europe.

3
1942
82 A/B
HQ-1

Higgins Boat Monument

2 Utah Beach, 50480 Sainte-Marie-du-Mont

A monument to the Higgins Boat (LCVP) – 1,089 of which took part in D-Day – is located next to the Utah Beach Museum. The majority of Allied troops arriving on the Normandy beaches landed in one of two craft: the British Landing Craft Assault (LCA); or the American Landing Craft, Vehicle, Personnel (LCVP).

Developed by Andrew Jackson Higgins in 1941, the LCVP was built by Higgins Industries in New Orleans. Crewed by four personnel, it carried up to 36 troops and was capable of up to 12 knots and could be fitted with a pair of Browning M1919 machine guns. By D-Day, the LCVP had been used in every theatre of operations, including Operation Torch in North Africa and landings in Italy and Southern France. It was also used in the Pacific theatre.

Liberty Highway

Utah Beach, 50480 La Madeleine

The Liberty Highway – La voie de la Liberté – is the commemorative way marking of the route of the Allied forces from D-Day in June 1944. It starts at Utah Beach and travels through Sainte-Marie-du-Mont across northern France to Metz and then northwards to end in Bastogne, on the border of Luxembourg and Belgium. At each of its 1,146 kilometres is a stone marker, or 'borne', designed by sculptor François Cogné. This, the first, stands on the landing beach of Utah Beach.

Musée de la Batterie de Crisbecq

Route des Manoirs, 50310 Saint-Marcouf

The Crisbecq Battery, also called the Marcouf Battery, part of the Atlantic Wall, was constructed by the Todt Organisation near the French village of Saint-Marcouf. The main armament comprised three Czech 21cm Kanone 39 cannon, two housed in heavily fortified concrete casemates up to 10ft thick. The battery, with a range of around 20 miles, could cover the beaches between Saint-Vaast-la-Hougue and Pointe du Hoc. Prior to the invasion, it was subjected to aerial bombardment but still operational on D-Day: its commander was the first to see the Allied invasion fleet through the battery rangefinder. At 05.55, Crisbecq Battery targeted and exchanged fire with US warships, including the destroyer USS Corry. The vessel had sailed across the Atlantic in April for the Normandy invasion and was the lead destroyer of the task force, heading for Îles Saint-Marcouf, her station for fire support on the front lines at Utah Beach.

On the morning of June 6, she fired several hundred rounds of 5in shells at onshore targets. As H-Hour neared, the Corry was fully exposed to German gunners and suffered direct hits. Official reports stated that during the immediate aftermath of the shelling, while

not under control, the Corry struck a mine. Whichever the decisive blow, with her keel broken, she sank rapidly. Of her crew, 24 were killed and 60 were wounded.
Other US vessels intervened and the concentrated fire of three battleships put the second Crisbecq Battery casemate out of action. One gun remained operational and directed fire onto the beach facing Widerstandsnest 5 (WN5; Resistance Nest 5), causing heavy losses among the Americans and hindering the landing of material and reinforcements at Utah Beach. It wasn't finally captured until June 11.

Museum of the Crisbecq Batteries Command Post

Saint Marcouf de l'Isle, 50310 Crisbecq Road
This, the command post of the daunting Crisbecq Batteries, became a museum during the 1990s. Dynamited seven times by the Americans in August 1944, it had remained abandoned and inaccessible since 1944, especially the basement rooms which were flooded for decades.
Located in the centre of the batteries, it offered a panoramic view of the German positions as well as over the beaches it guarded. Here you can learn about the history of the Utah Beach guns during a guided tour of the interior, consisting of ten rooms and an anti-aircraft turret.

Utah Beach

Pouppeville, La Madeleine, Manche
Utah was the codename for one of the five sectors of the Allied invasion on D-Day. It's the westernmost of the five landing beaches in Normandy, on the Cotentin Peninsula. The landing area of the beach was divided into three zones, Tare Green, Uncle Red and Victor.

MUSEE MARCOUF 44
POSTE DE COMMANDEMENT
L'histoire des canons de Utah Beach

9
MEMORIAL
WORLD WAR
II
MUSEUM

FERME
CLOSED
OUVERT
11h/17h

Utah Beach Museum

Utah Beach, 50480 Saint-Marie-du-Mont, Manche

Built on Utah Beach around one of the original German bunkers (WN5), the Utah Beach Museum – Musée du Debarquément Utah Beach – is sited where the American forces landed. The museum's exhibitions include the German defences; the Cotentin peninsula under occupation; Allied strategy; June 6, 1944: D-Day at Utah Beach; from Utah Beach to Cherbourg; and the Port at Utah Beach. Located in a specially built aviation hangar, the museum houses an original Martin B-26 bomber, one of the few remaining worldwide. Also to be seen are a GMC 6x6, DUKW 6x6, an LVT and a Higgins Boat.

World War II Museum

18 Avenue de la Plage, 50310 Quinéville

Open since April 2017 and situated at the end of the road by the beach, this museum and its remnants of the Atlantic Wall offer a fascinating insight into the war. Located in the building that previously housed the Memorial of Liberty, the facility covers the period from the German occupation until the liberation of Normandy in 1944. Particularly interesting is the original fortification incorporated into the museum, which was part of the Atlantic Wall and housed a 50mm gun.

US COLLECTABLES

Many everyday artefacts are a legacy of America's wartime economy. In his prison cell at Nuremberg after the war, Hitler's foreign minister, Joachim von Ribbentrop, reportedly wrote a memoir about the reasons for Germany's defeat, listing three critical factors: the unexpected resistance of the Red Army, the vast supply of American armaments and the success of Allied air power.

To achieve victory the Allies had to mobilise and deploy their resources effectively, which required planning and massive production. In the West, the American economy was geared for peacetime and unprepared for the colossal demands of a global war.

The ability of the world's largest industrial economy to convert to the mass production of weapons and war equipment is often taken for granted, but the transition was rapid and effective. It was partially due to the character of American industrial capitalism, with its 'can-do' mind set, high level of engineering skills and no-nonsense entrepreneurs.

It's said that 16 million US citizens served in World War Two, so the demand for equipment for every branch of the forces was enormous. In the same way as the US military turned to manufacturers of civilian vehicles to produce military trucks and motorcycles, it turned to makers of hitherto civilian products to meet the demand for other equipment.

This covered everything from tools to medical equipment. Examples include kit that's often seen on restored US military vehicles – such as the items pictured here – as well as the famous shovels on the side of Jeeps made by Ames, Magor and other companies.

The 1944 axe (pictured) has the official US military designation 'Model 1910'. They were produced and issued during World War One and again in World War Two – the latter marked with US, the manufacturer's name and the year date.

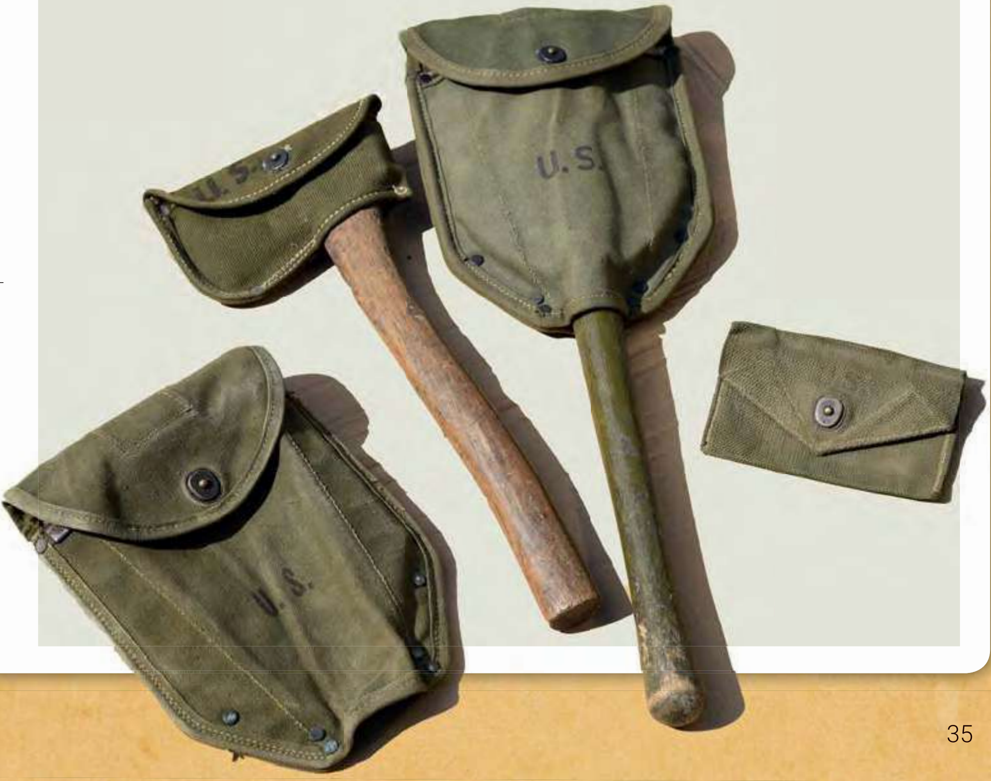
This one was made by the American Fork & Hoe Co, which had been founded in the early years of the 20th century, and was also one of the six companies responsible for making the 1905E and M1 bayonets. Other contracted axe makers included Plumb, a tool company founded in the 19th century.

The canvas axe carrier-cover was made by the Benton Harbor Awning & Tent Company in 1945 while the pictured M43 - M-1943 entrenching tool - carrier-covers were made by the Progressive Bag Co and the Hinson Manufacturing Company.

The M43 was introduced during World War Two to replace the M1928 T-handle entrenching tool. The shown covers are dated 1944 and 1945 respectively but the maker's name and date have worn off the Pouch, First Aid Packet, M1942.

These are but a tiny selection of US Army collectables, but the chances are, if you mention an American brand name, internationally known or almost unheard of, that company will have been involved in the US war effort.

Noted World War Two historian and author of *From Here to Eternity*, James Jones, summed up this industrial warfare, saying "modern war was not a football game. And modern war was not man against man – if it ever had been. It was machine against machine. It was industry against industry. And we had the best machine. Our industry was better than their industry. But men had to die or be maimed to prove it. Men had to die at the wheels or triggers of the machines."

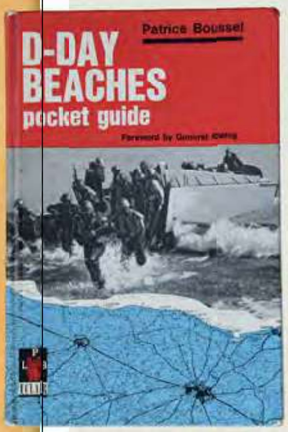


FURTHER READING

COLLECTABLE

D-Day Beaches Pocket Guide

Author: *Patrice Boussel*
Publisher: *Libraire Polytechnique Béranger*
Year: *1964*
ISBN: *n/a*
Language: *English*
Binding: *Hardback*
Pages: *224*
Size: *120x184mm (4.75x7.25in)*
Price: *£3*
www.abebooks.co.uk



Go into a gift shop or museum in Normandy these days and the shelves are almost groaning with guides to the battlefields and World War Two history of the region. It wasn't always like that of course, and one of the first guides to the landing beaches was this one by Patrice Boussel. It has a different perspective from something that would be written now simply because the landings were only 20 years prior to its publication – so its pictures still show rusty landing craft on Omaha Beach. There were fewer memorials then too, and many of the now maintained sites such as the German batteries were overgrown in 1964.

For all that's outdated about this book, it has several features that make it worthwhile, including a foreword by General Koenig, an especially commissioned fold-out Michelin map and a good selection of historic B&W photos of the landings and fighting in the immediate vicinity. The map is overmarked with the routes of the seven tours of the area described, while the text concisely describes the locations of the fighting and gives visitors an appreciation of what happened and where. The book was originally published in French, but also offered in an English language edition; and subsequently there was at least one paperback version. The copy pictured came from a jumble sale so was probably once someone's holiday purchase, but the book is readily available on line. Prices start at just £3 – a bargain at less than the cost of a beer!

COLLECTABLE

Rich Relations

Author: *David Reynolds*
Publisher: *Phoenix Press (this edition)*
Year: *2000*
ISBN: *1-84212-112-X*
Language: *English*
Binding: *Softback*
Pages: *560*
Size: *138x214mm (5.5x8.5in)*
Price: *c£5*

RICH RELATIONS
THE AMERICAN OCCUPATION OF BRITAIN 1942-1945
DAVID REYNOLDS

www.amazon.co.uk

For the GIs, the road to Utah Beach started in another country. They came to the UK where they got the reputation of being 'oversexed, overpaid, overfed and over here'. In response the GIs claimed that the Limeys were 'undersexed, underpaid, underfed and under Eisenhower'.

It's estimated that around three million Americans passed through Britain between 1942 and 1945, most of them young men away from home for the first time. David Reynolds explores the variety of relationships among pushy, homesick GIs, uprooted, overworked British women and bored Allied soldiers.

He considers the lives of US aircrews in the skies somewhere between life and death and examines how this largest-ever encounter between Americans and British was managed, including the US Army's attempts to impose racial segregation on a society with no colour bar and the reaction of black GIs to the freer atmosphere of Britain.

General Marshall's problems in mobilising the 'army of democracy' explain why that army was overpaid and overfed. The book also contains the first accurate estimate of the number of war brides, together with stories of their experiences and of illegitimate children searching for unknown fathers. More broadly, Reynolds discusses the Americanisation of Britain and how the GIs embody America's adolescence as a superpower – and he follows them as America matures after 1945.

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with Dr Simon Trew

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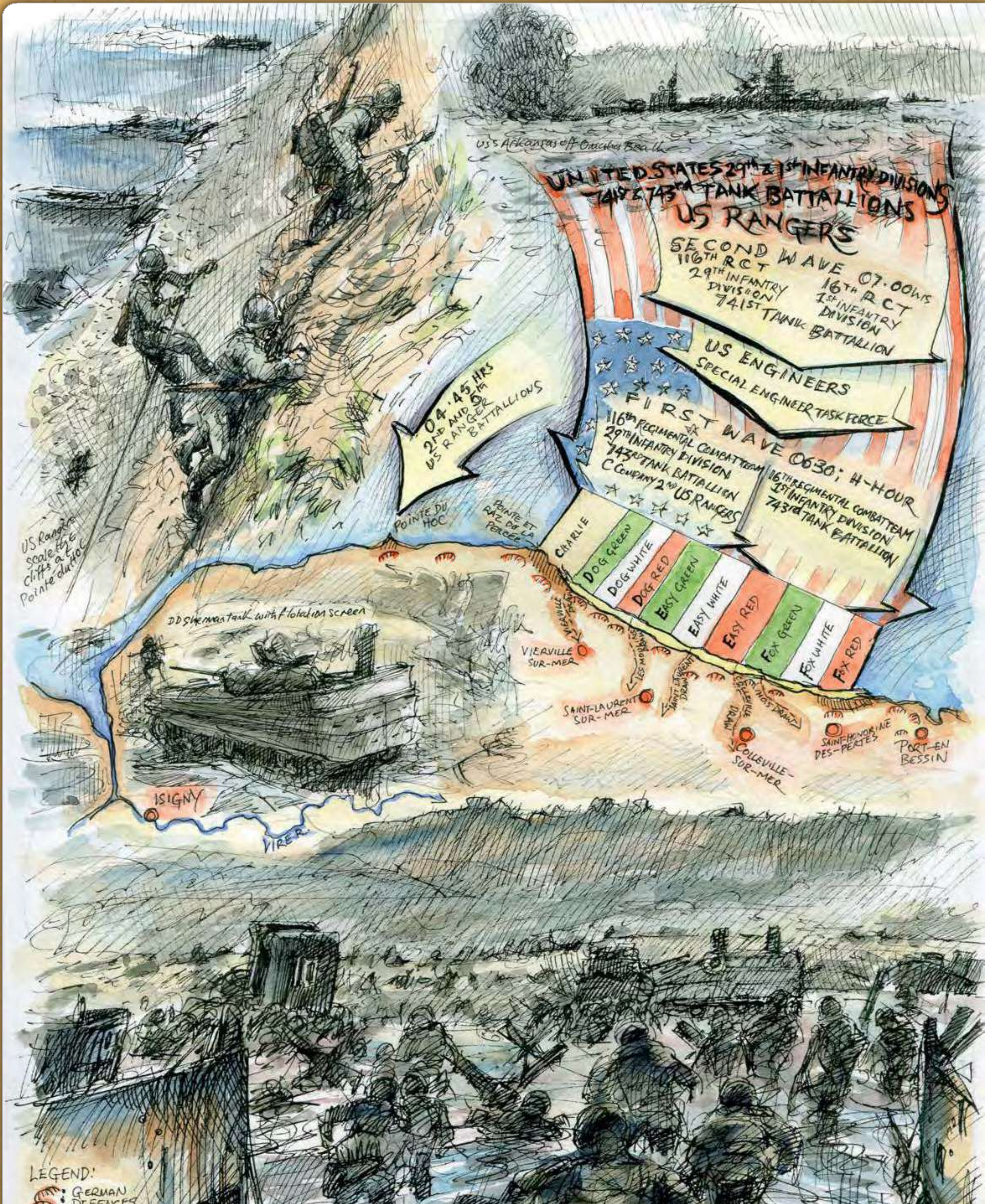
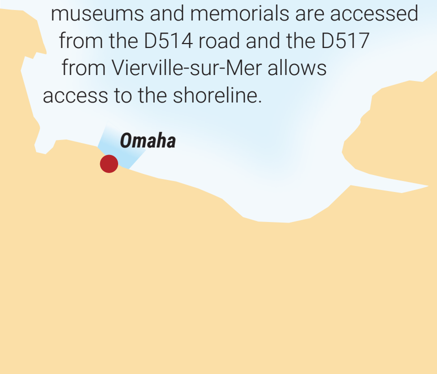

US Arkansas off Omaha Beach
UNITED STATES 29th & 1st INFANTRY DIVISIONS
741st & 743rd TANK BATTALIONS
US RANGERS
SECOND WAVE 07.00hrs
116TH RCT
29TH INFANTRY DIVISION
741ST TANK BATTALION
16TH RCT
1st INFANTRY DIVISION
US ENGINEERS
SPECIAL ENGINEER TASK FORCE
FIRST WAVE 0630; H-HOUR
116th REGIMENTAL COMBAT TEAM
29TH INFANTRY DIVISION
743rd TANK BATTALION
C COMPANY 2nd US RANGERS
16TH REGIMENTAL COMBAT TEAM
1ST INFANTRY DIVISION
743rd TANK BATTALION
04.45 HRS
2ND AND 5th
US RANGER BATTALIONS
POINTE DU HOC
POINTE ET RAZ DE LA PERCÉE
CHARLIE
DOG GREEN
DOG WHITE
DOG RED
EASY GREEN
EASY WHITE
EASY RED
FOX GREEN
FOX WHITE
FOX RED
US Rangers scale the cliffs at Pointe du Hoc
DD Sherman tank with flotation screen
VIERVILLE DRAW
VIERVILLE SUR-MER
LES MOULINS
SAINT-LAURENT DRAW
SAINT-LAURENT SUR-MER
COLLEVILLE DRAW
COLLEVILLE-SUR-MER
SAINT-HONORINE DES-PERTES
PORT-EN BESSIN
ISIGNY
VIRE R.
LEGEND:
: GERMAN DEFENCES INCLUDING 352ND INFANTRY DIVISION
: CLIFFS
: DRAW/EXIT FROM BEACH

CODENAME Omaha

The allies' intention with landings on Omaha Beach was to establish a five mile beachhead between Port-en-Bessin and the Vire River. The American 29th Infantry Division, with a contingent of US Army Rangers redirected from Pointe du Hoc, assaulted the western part of the beach while the US 1st Infantry took the eastern half. Very little went as intended during the Omaha landings, and casualties were very heavy, but the US Army prevailed and exploited its tenuous foothold in France

Location

Omaha, commonly known as Omaha Beach, was the code name for one of the five landing beaches of Operation Overlord. Omaha is the second of the American beaches - situated 7.5 miles east of Utah Beach, it is four miles long. This stretch of the Normandy coast includes the villages of Vierville-sur-Mer in the west, Saint-Laurent-sur-Mer in the centre and the villages of Colleville-sur-Mer, Sainte-Honorine-des-Pertes and Le-Grand-Hameau to the east. All these places and the associated museums and memorials are accessed from the D514 road and the D517 from Vierville-sur-Mer allows access to the shoreline.



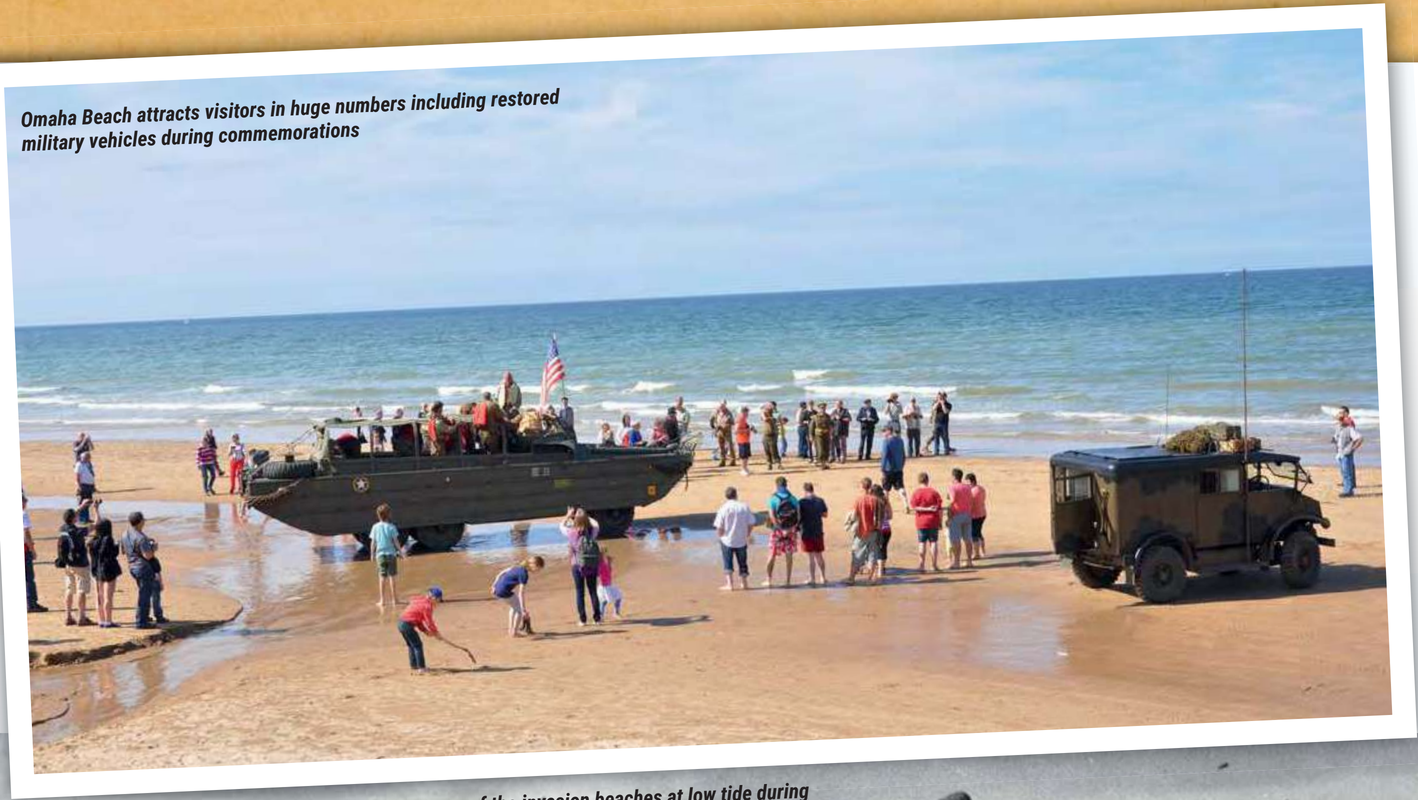
Troops from the US 1st and 29th Infantry Divisions landed on Omaha beach on June 6. In the event Omaha was the most heavily defended of the assault areas and, as a result, casualties were higher than on the other landing beaches. Preliminary Allied air and naval bombardments failed to knock out strong defence points along the coast and the American units had difficulties clearing the beach obstacles. The German 352nd Infantry Division was taking part in anti-invasion training in the area and was able to reinforce coastal defence units. Despite these challenges, the Americans were able to gain a small foothold on the beach by the end of the day. At the nearby Pointe du Hoc, US Rangers completed a costly assault on German gun emplacements at the top of the cliff.

The initial objective at Omaha was to secure a beachhead of five miles depth, between Port-en-Bessin and the Vire

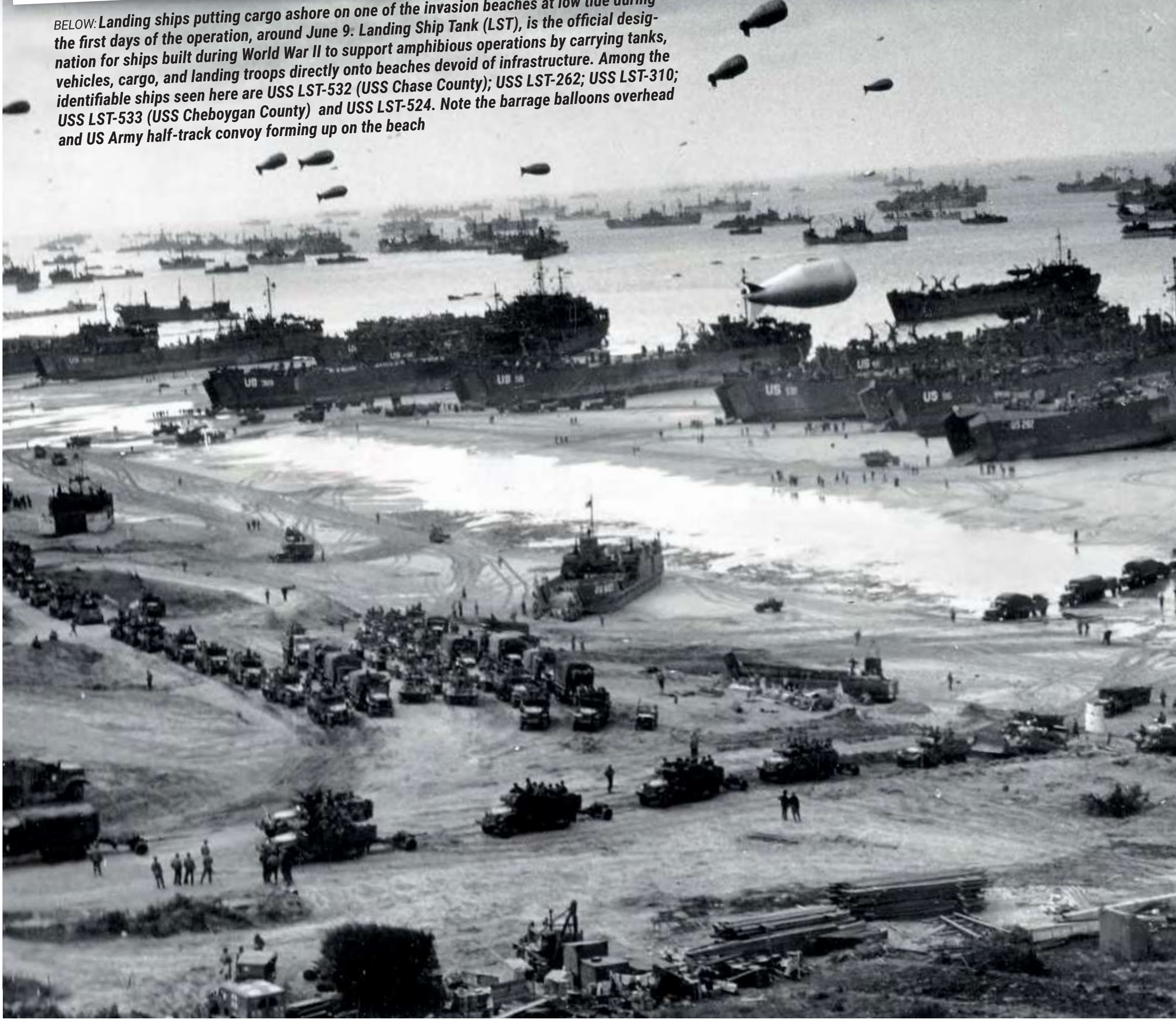
RIGHT: ***An LCVP (landing craft, vehicle, personnel) landing troops of the American 1st Infantry Division - Big Red One - on Omaha Beach. June 6, 1944.***

Troops from the US 1st Infantry Division landing on Omaha Beach on D-Day

PHOTOGRAPHED BY ROBERT F. SARGENT



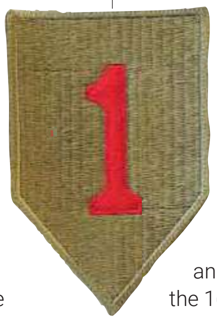
Omaha Beach attracts visitors in huge numbers including restored military vehicles during commemorations



BELOW: Landing ships putting cargo ashore on one of the invasion beaches at low tide during the first days of the operation, around June 9. Landing Ship Tank (LST), is the official designation for ships built during World War II to support amphibious operations by carrying tanks, vehicles, cargo, and landing troops directly onto beaches devoid of infrastructure. Among the identifiable ships seen here are USS LST-532 (USS Chase County); USS LST-262; USS LST-310; USS LST-533 (USS Cheboygan County) and USS LST-524. Note the barrage balloons overhead and US Army half-track convoy forming up on the beach

River. This aimed to link up with the British landings at Gold Beach, reaching the town of Isigny to link up with US troops landing at Utah, east and west of Omaha respectively. Omaha – limited by cliffs at each end – was divided into ten sectors, from west to east: Charlie, Dog Green, Dog White, Dog Red, Easy Green, Easy White, Easy Red, Fox Green, Fox White and Fox Red. The US 29th Infantry Division, along with nine companies of US Army Rangers, assaulted the western end of the beach while the US 1st Infantry Division would take the eastern half. These infantry divisions were sub-divided into regiments that were organised into three constituent battalions and each of those into three rifle companies. Units were then combined to form Regimental Combat Teams (RCT). On Omaha, the initial assault was to be made by two RCTs, namely the 16th Regiment of the 1st and the 116th Regiment of the 29th US Infantry Divisions, supported by two tank battalions and two battalions of Rangers under the command of Major General Leonard T Gerow, commander of the US 5th Army Corps, and General Omar N Bradley, commander of the US 1st Army.

The night preceding the landings, Allied bombers dropped hundreds of tons of bombs on the German beach defences, but accuracy and subsequent effect was compromised by fog and low cloud. Most missed their targets and exploded inland from the beaches. The morning of D-Day dawned with poor visibility that compromised the effect of the naval bombardment. The first assault wave, comprising 1,450 soldiers in 36 landing craft, arrived at 6:35am. The German defenders waited until the landing craft hit the beach to shower them with shells and machine-gun bullets, meaning that initial casualties were heavy. To compound the situation, many of the amphibious Duplex Drive (DD) Sherman tanks, of the 741st and 743rd Tank Battalions intended to give armoured support, were lost in the sea on their way ashore. The ones that got onto the beach were seen as good targets by the German gunners, so some were quickly destroyed – subsequently, the lack of firepower hampered the US attackers' efforts.


1st Infantry Division

Also, on the beach, the US Engineers suffered heavy casualties as they tried to open routes off the sands to permit the movement of further waves of US troops being landed.

By 9:30am, the situation began to change: near sector Fox, a group of Americans headed east towards Port-en-Bessin to rendezvous with British troops a few miles away. By 10am, three-and-a-half hours since US forces landed, survivors of the battalions of the 16th Regiment of the 1st Infantry managed a breakthrough. They had regrouped into a force of around 200 soldiers and hung on tenaciously, despite worries of defeat within the higher echelons. Naval artillery fire was brought to bear to support the infantrymen as closely as possible. Around 11am, further breakthroughs were achieved and assaults made on the German positions still dominating the beach. The 18th Infantry Regiment got ashore on Easy sector and headed to Colleville-sur-Mer, where the 16th regiment was already fighting.

Further landing of vehicles was then possible, as the engineers had opened five more ways off the beach. This meant there were six in total rather than the 16 planned. As the day dragged on, the beach came under US control, but was intermittently fired on by German defenders. By early evening, the coastal road linking Vierville-sur-Mer, Saint-Laurent-sur-Mer and Colleville-sur-Mer was

Pointe du Hoc

From the D517 in Saint-Laurent-sur-Mer, go west onto the D514 towards Pointe du Hoc. At a roundabout near Saint-Pierre-du-Mont, six miles west of Saint-Laurent-sur-Mer, you will see a sign that reads La Pointe du Hoc. The memorials, German defences and the visitor centre are all within walking distance of the car park.

ABOVE: ***Gun emplacements on the Pointe du Hoc after their capture by US forces***

The Pointe du Hoc after its capture by the US Rangers following their heroic climb up the cliffs under fire

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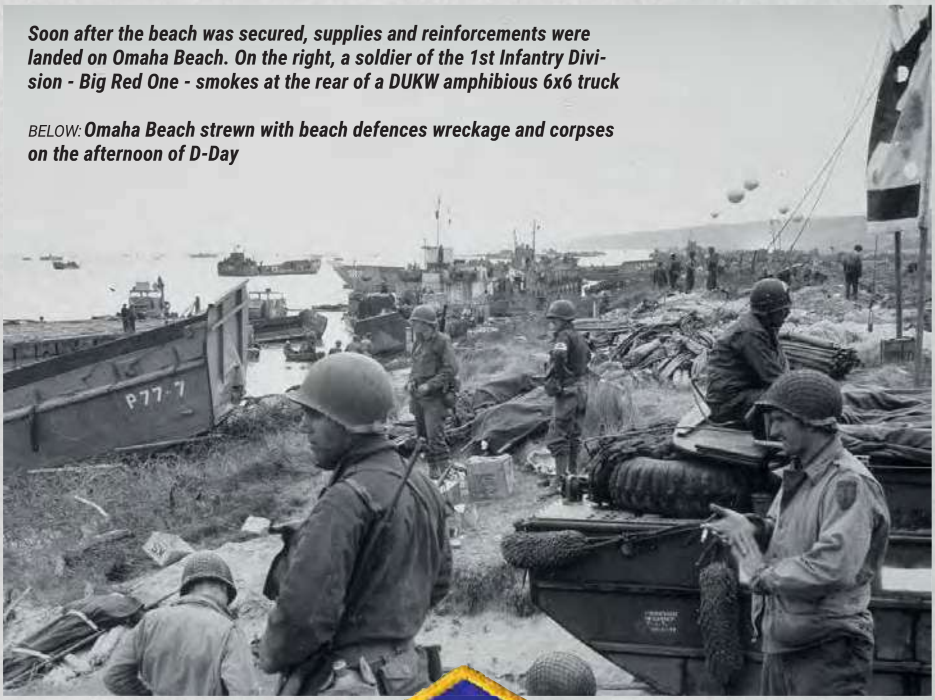


Soon after the beach was secured, supplies and reinforcements were landed on Omaha Beach. On the right, a soldier of the 1st Infantry Division - Big Red One - smokes at the rear of a DUKW amphibious 6x6 truck

BELOW: ***Omaha Beach strewn with beach defences wreckage and corpses on the afternoon of D-Day***

opened by a combination of various American units, although it was a fragile beachhead and the invaders were concerned about a German counter-attack. By the end of D-Day, the US forces that landed there had suffered 3,000 casualties, with about a third of those killed in action.

Nearby – between the Utah and Omaha beaches – is the Pointe du Hoc, a prominent geographical feature along the Normandy coast, with cliffs of up to 100ft high. The capture of Pointe du Hoc was considered essential by the Allied planners who saw the location as one of the most dangerous German defensive positions on the Normandy coast. As a part of the defensive system along the Norman coast known as the Atlantic Wall – established under the direction of Field Marshal Erwin Rommel – the Germans installed a battery of 155mm guns on top of the cliff. The heavily defended guns had a range of approximately 20,000 yards and could cover both Utah and Omaha Beaches with artillery fire.

The assault was assigned to the Rangers of the Second and Fifth Ranger Battalions, under the direction of Lieutenant Colonel James E Rudder. However, the Americans considered it an accessible assault point and reasoned that with a well-trained force, soldiers could land on the narrow beaches below at low tide and ascend the cliffs with the assistance of ropes and ladders.

Rudder and his Rangers would scale these cliffs before dawn on D-Day and neutralise the enemy positions. Due to the nature of the mission, climbing cliffs became a major part of Ranger training. Rocket-fired, grapnel-equipped ropes were the tools of choice for ascending the cliffs. Prior to D-Day, the Rangers developed and tested the skills on cliffs along the English coast and on the Isle of Wight.

At 4:45 on the morning of June 6, 225 Rangers boarded Landing Craft Assault (LCA) boats but one capsized, leaving the assault team with 22 fewer men for the mission, which involved climbing the cliffs on both sides of Pointe du Hoc.

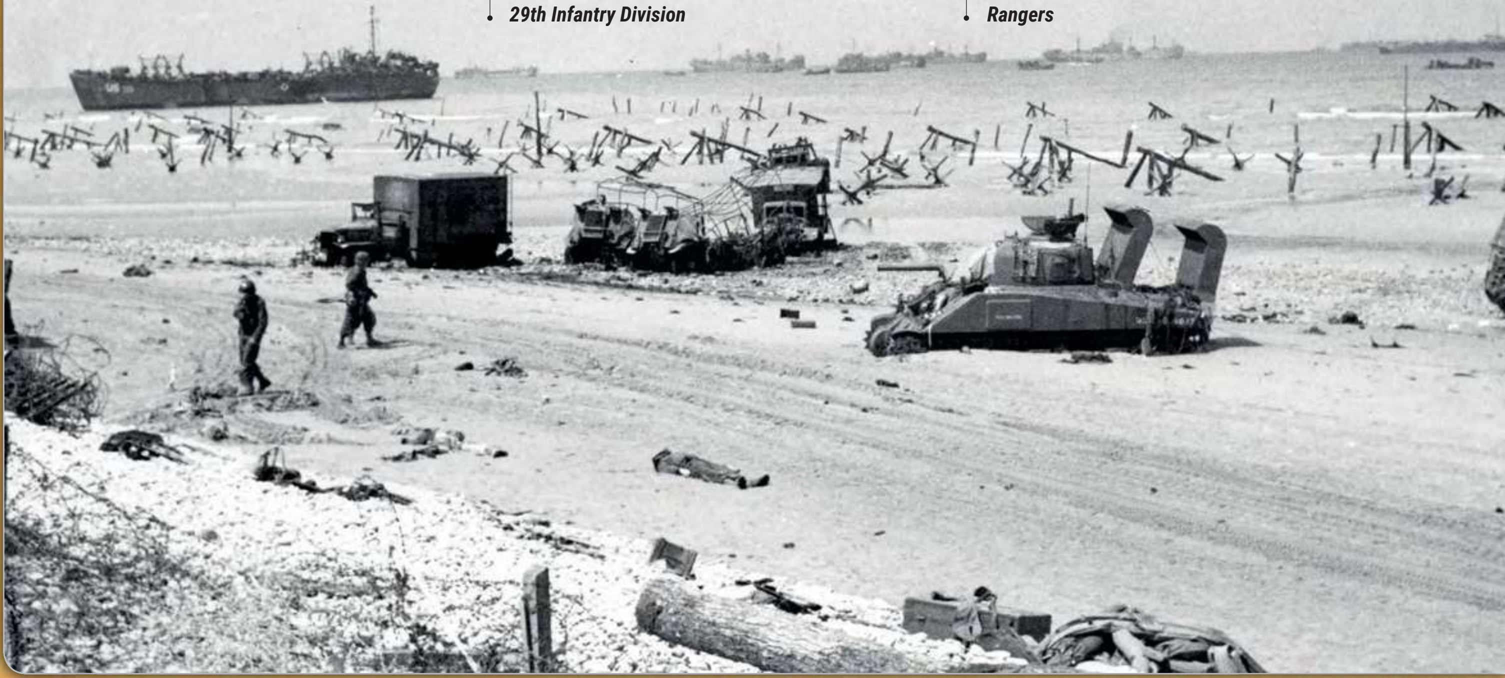
The plan was that once the Pointe was under US control, 500 further Rangers would land as reinforcements to hold the captured site. A team was charged with seizing the Pointe de la Percée, east of Pointe du Hoc, where a German radar site was located.

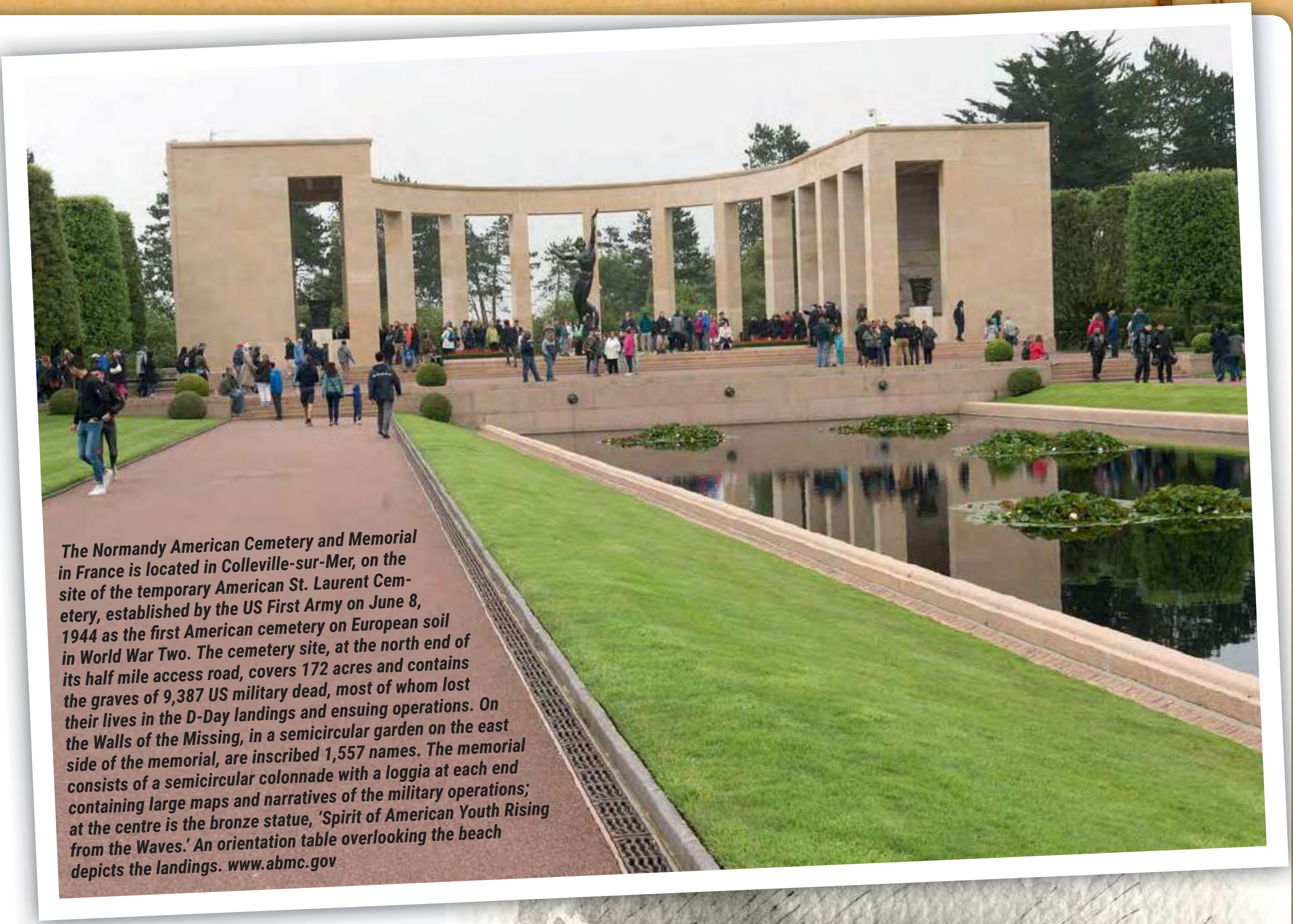
But the current forced the landing craft too far east and they had to turn around and sail westwards along the cliff, under fire. This meant they were late at their objective. It was 7am and, as the fleet had seen no signalling flares, they assumed the operation had failed. The 500 Rangers supposed to reinforce Rudder and his men were then redirected onto Omaha Beach.

The survivors of Rudder's party threw grapples and, despite the defenders' fire, climbed the cliffs. Unbelievably, some made it to the top and engaged the Germans in a firefight. Within 15 minutes, the Pointe was taken and secured by the Americans. The Germans had withdrawn their 155mm artillery some weeks before the landing, but nonetheless, Rudder organised a

29th Infantry Division

Rangers





The Normandy American Cemetery and Memorial in France is located in Colleville-sur-Mer, on the site of the temporary American St. Laurent Cemetery, established by the US First Army on June 8, 1944 as the first American cemetery on European soil in World War Two. The cemetery site, at the north end of its half mile access road, covers 172 acres and contains the graves of 9,387 US military dead, most of whom lost their lives in the D-Day landings and ensuing operations. On the Walls of the Missing, in a semicircular garden on the east side of the memorial, are inscribed 1,557 names. The memorial consists of a semicircular colonnade with a loggia at each end containing large maps and narratives of the military operations; at the centre is the bronze statue, 'Spirit of American Youth Rising from the Waves.' An orientation table overlooking the beach depicts the landings. www.abmc.gov

defence of the ground he held. He had to wait for reinforcements from Omaha who had been delayed because of the setbacks suffered by the 1st and 29th Infantry Divisions. Meanwhile, Rudder launched patrols towards the road from Grandcamp to Vierville-sur-Mer, in order to block any German reinforcements coming from the west. Rangers of Company D of the 2nd Ranger Battalion found five of the moved guns about a mile south and destroyed them with thermite grenades. The Germans counter-attacked several times, but the exhausted Rangers held on through a second night. Inevitably, they began to run out of ammunition and food and, as the reinforcements still hadn't made it through, it looked as though they would be forced to surrender. During the morning of June 8, as the Germans launched what was likely to have been the final blow, American tanks and infantry finally arrived.

Now, a monument to the Second Ranger Battalion sits on the cliffs. This, the Pointe du Hoc Ranger Monument, was erected by the French to honour the men of the Second Rangers and their accomplishments on D-Day. The monument was formally transferred to the American Battle Monuments Commission on January 11, 1979 and consists of a granite pylon positioned on a German concrete bunker, with tablets in both French and English at the base. Here, President Ronald Reagan gave his famous 'Boys of Pointe du Hoc' commemoration address on June 6, 1984 – the 40th anniversary of D-Day.

PLACES TO VISIT

Big Red One Assault Museum

D514, 14710 Hameau De Bray

The museum, located in Colleville-sur-Mer near the entrance to the American Cemetery, is largely dedicated to the 1st US Infantry Division, The Big Red One, which landed on Omaha Beach on D-Day.

Memorial Museum Omaha Beach

Avenue de la Libération, 14710 Saint-Laurent-sur-Mer

Located 200m from Omaha Beach (aka Bloody Omaha) and the nearby Omaha Memorial, the 1,200m^2 museum contains a large collection of uniforms, personal items, weapons and vehicles. Reconstructions of American and German scenes plunge you into the heart of D-Day history. Photos, documents and an archive film accompanied by testimonials from American veterans, clearly explain the D-Day landing on Omaha Beach and the Pointe du Hoc. www.musee-memorial-omaha.com

Mulberry Harbour

14710 Vierville-sur-Mer

The port built at Omaha Beach, code name Mulberry A, consisted of scuttled ships and reinforced concrete caissons (Phoenix), forming protective breakwaters. Within this barrier and installed in just 10 days were platforms and floating bridges, enabling the unloading of ships carrying stores, equipment and more troops for the Allies. On June 16, 1944 the first floating bridge (Whale) was put into service adjacent to Vierville-sur-Mer. Mulberry A was in use for less than 10 days when, on June 19, it was severely damaged by a sustained period of severe weather: 21 of the 31 caissons were damaged beyond repair. This rendered Mulberry A unfit for use and some parts of it were used to repair damage to Mulberry B at Arromanches.

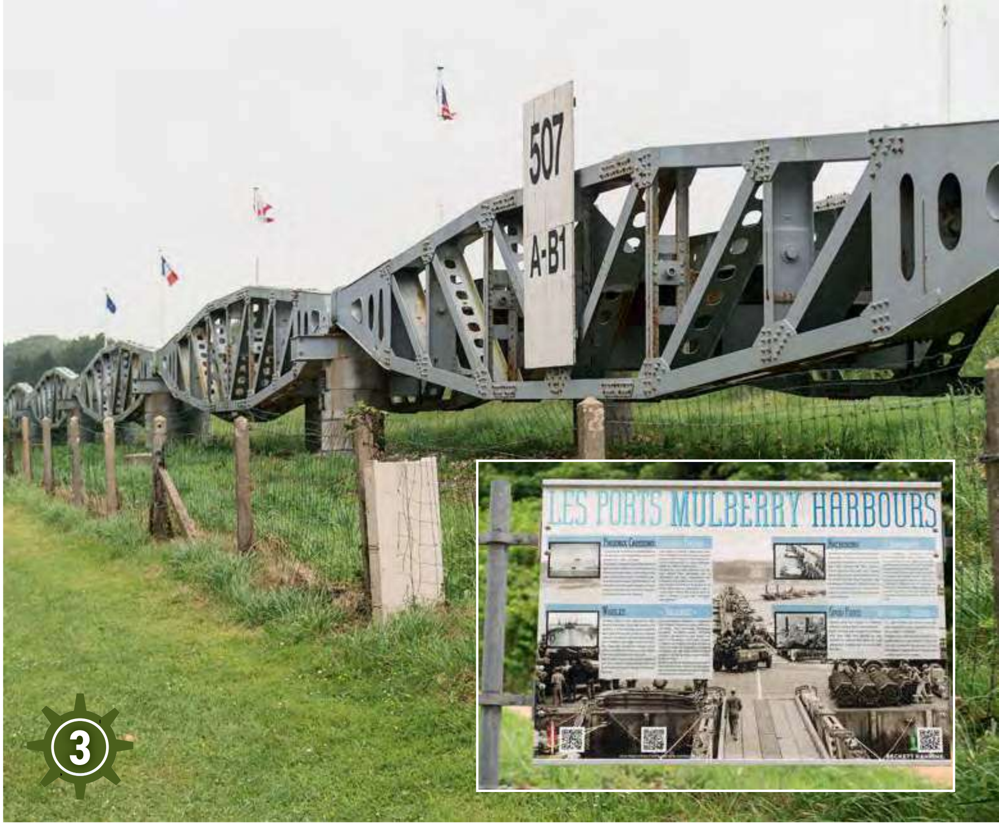
Sixty years later, some of the floating bridges to be used during the landings were found stored in a warehouse, destined for the scrap man. They were liberated and returned to the area near Omaha Beach where they had originally been assembled and five of the bridges have been reconstructed on the Vierville-sur-Mer site. www.dday-omaha.fr

Musée D-Day Omaha

Route de Grandcamp, 14710 Vierville-sur-Mer

Near Omaha Beach, this private museum features a collection of interesting items and material collected from the battlefields and individuals. It is crammed with artefacts and vehicles including a Kettenkrad and a Dodge WC. Outside are tank parts and other items, so although this may be an old-school museum, it is well worth a visit.

MUSÉE MÉMORIAL D'OMAHA
EX-818-AX
2



MUSEUM
OPEN
USA
4

Normandy American Cemetery and Memorial

14710 Colleville-sur-Mer,

On June 8, 1944 the US First Army established a temporary cemetery, the first American cemetery on European soil in World War Two. After the war, the permanent cemetery was established a short distance to the east of the original site. This cemetery is managed by the American Battle Monuments Commission; a small independent agency of the US Federal government. The cemetery is located on a bluff overlooking Omaha Beach and the English Channel. It covers 172 acres and contains the remains of 9,387 American military dead, most of whom were killed during the invasion of Normandy and ensuing military operations of World War Two. Included are graves of Army Air Corps crews shot down over France as early as 1942 and three American women. Only some of the soldiers who died overseas are buried in the overseas American military cemeteries. When it was time for a permanent burial, the next of kin eligible to make decisions were asked if they wanted their loved ones repatriated for permanent burial in the US, or interred at the closest overseas cemetery.

Overlord Museum Omaha Beach

Lotissement Omaha Centre, 14710 Colleville-sur-Mer

The Overlord Museum opened in June 2013 and is dedicated to June 6, 1944 and the Battle of Normandy. It is located in the heart of the D-Day Landing beaches, opposite the Normandy American Cemetery and Memorial, and displays the Leloup family's exceptional collection of more than 10,000 items, including 35 tanks, guns and artillery pieces. www.overlordmuseum.com

Pointe du Hoc Ranger Monument

Pointe du Hoc, Calvados, 14450 Cricqueville-en-Bessin

The US Pointe du Hoc Ranger Monument is a promontory with a 100ft cliff overlooking the English Channel on the northwestern coast of Normandy. It was the highest point between Utah Beach to the west and Omaha to the east. The German army had fortified the area with concrete casemates and gun pits. The memorial was erected by the French to honour men of the American Second Ranger Battalion, who scaled the cliffs to capture the German artillery pieces that could have fired on troops landing on Omaha and Utah beaches. The monument consists of a simple granite pylon positioned atop a German concrete bunker with tablets at its base inscribed in French and English. The monument was formally transferred to American Battle Monuments Commission (ABMC) for perpetual care and on January 11, 1979. This battle-scarred area on the left flank of Omaha Beach remains much as the Rangers left it. Pointe du Hoc is open to the public. Opening hours for the visitor centre are 9am to 6pm from April 15 to September 15.

6
OVERLORD
MUSEUM

US COLLECTABLES

The success of Operation Overlord was dependent on logistics because it was crucial that the Allies could keep their invading armies supplied with all the necessities that kept them fed, mobile and in the fight. The humble and ubiquitous Jerrycan (sometimes jerrycan or jerrican) is a pressed steel fuel can. It was designed in Germany in the 1930s for military use to hold 20 litres (4.4 imperial or 5.3 US gallons) of fuel. Its story is interesting because the German design was essentially copied, with minor modifications, by the Allies during World War Two. The name, 'Jerrycan', refers to its German origins, with 'Jerry' being wartime slang for a German person.

A Jerrycan in American possession was sent to Camp Holabird, Maryland, where it was subtly redesigned. The new version retained the proven handles, size and shape. The US can could be stacked interchangeably with German or British cans. The stamped indentations on the sides serve two purposes: firstly, to stiffen the side sheet metal and secondly, to allow greater surface area for expansion and contraction of the contents with heat and cold. The US-designed Jerrycan was widely used by US Army units in all overseas theatres of operations. It is estimated that fuel and other petroleum products represented about 50% of all supply needs, measured by weight.

For this reason, the Jerrycan played a crucial role in ensuring fuel supply to Allied operations. The standard US 2.5ton 6x6 truck could carry 875 US gallons of fuel loaded in Jerrycans. The US Army requested more than 1.3 million cans per month to replace losses. The Jerrycans were provided by US and British manufacturers, but supply could not keep up with demand as wastage in units was severe. In the European Theatre of Operations (ETO) alone, more than 19 million Jerrycans were required to support US forces by May 1945. Such was the importance of the Jerrycan to the war effort that President Roosevelt noted: "Without these cans, it would have been impossible for our armies to cut their way across France at a lightning pace which exceeded the German Blitzkrieg of 1940."

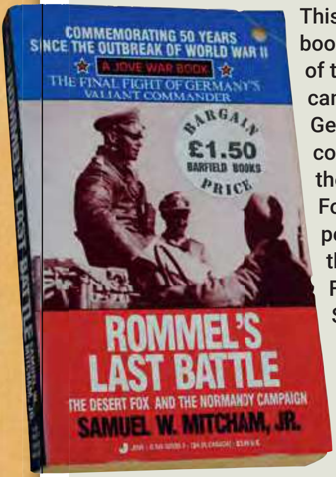
Today, similar designs of can are used for fuel and water containers, some of which are also produced in plastic. Different colours designate the contents. The designs usually emulate the original steel design and are still generally referred to as Jerrycans.

FURTHER READING

COLLECTABLE

Rommel's Last Battle

Author: *Samuel W Mitcham Jr*
Publisher: *Jove Books*
Year: *1991 (this edition)*
ISBN: *0-515-10500-7*
Language: *English*
Binding: *Soft back*
Pages: *248*
Size: *107 x 170mm (41/4 x 63/4in)*
Price: *c£4.50*
www.abebooks.com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ROMMEL'S LAST BATTLE
THE DESERT FOX AND THE NORMANDY CAMPAIGN
SAMUEL W. MITCHAM, JR.

This interesting book tells the story of the Normandy campaign against German defenders commanded by the famous Desert Fox – an American perspective on the German Field Marshal. Starting with the construction of the Atlantic Wall, it discusses the role of the legendary commander in establishing resistance to the Allied invasion of Europe and examines Rommel's part in the scheme to assassinate Hitler.

Its sleeve notes record that, in December 1943, 'Adolf Hitler had just ordered his best commander – the legendary hero of the Afrika Korps – to the Western Front, on a mission to evaluate the strength of the Atlantic Wall. A model Nazi officer, Erwin Rommel was tough, demanding and fiercely loyal to the Fuhrer. His job was to defeat the enemy; and he intended to do so at all costs.'

It continues that, by June 1944 on D-Day, 'British and American forces were hitting Normandy, and the burden of destroying the Allied beachhead fell onto Rommel's shoulders. He had to convince the German High Command that this was the invasion, and that he needed all the panzer divisions available to stop it. The Desert Fox found himself not only in a final bloody battle with his old foe, British Field Marshal Bernard Montgomery, but also in a bitter war against the Fuhrer himself.'

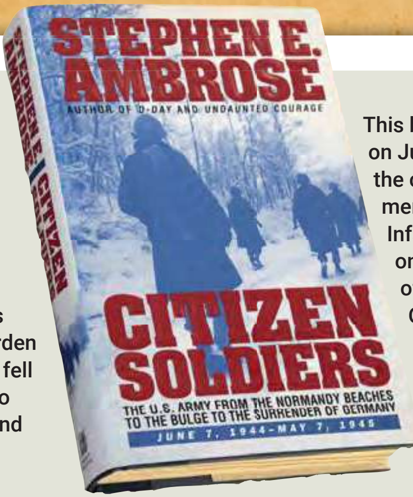
This edition of this book is a budget imprint of a book originally published by Stein and Day in 1983. All editions can be found cheaply online, but this one can be had for pennies.

Mitcham Jr was born in Louisiana in 1949 and was a US Army helicopter pilot during the Vietnam War. He is the author of more than 40 books on military history, including several about the European and North African campaigns of World War Two.

CURRENT

Citizen Soldiers

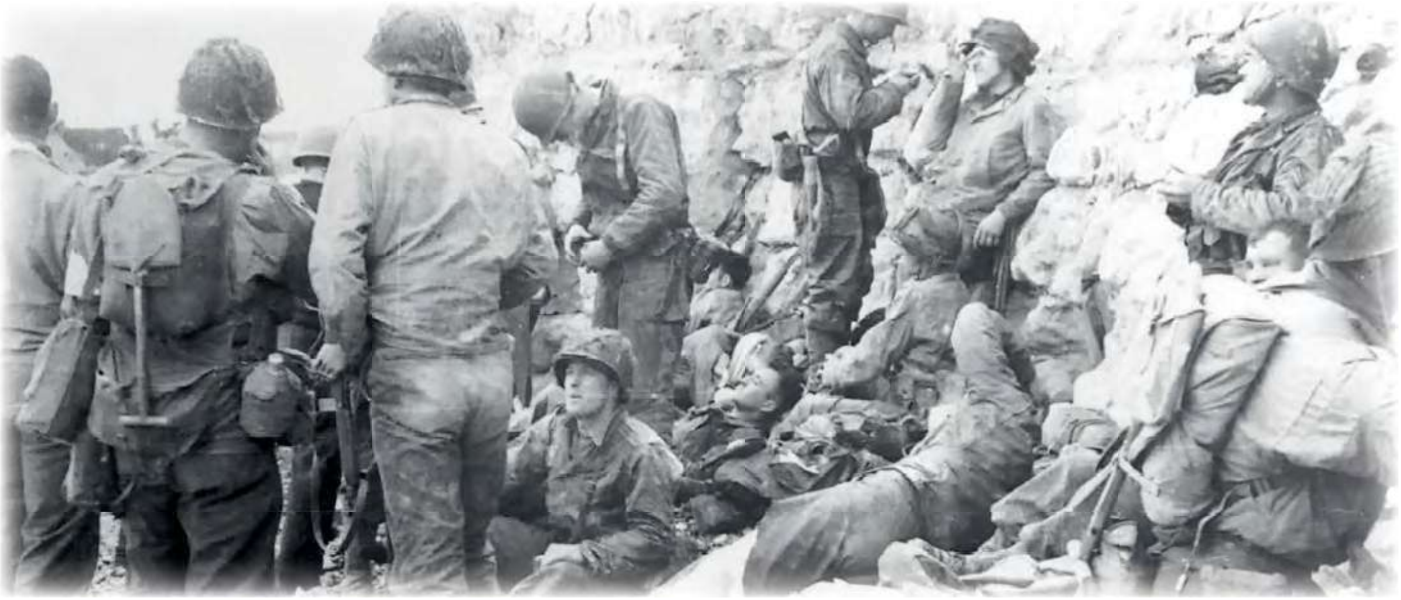
Author: *Stephen E Ambrose*
Publisher: *Simon and Schuster*
Year: *1997*
ISBN: *0-684-81525-7*
Language: *English*
Binding: *Hardback (pictured edition)*
Pages: *512*
Size: *162 x 242mm (61/4 x 91/2in)*
Price: *£8.99 (paperback)*
www.simonandschuster.co.uk


STEPHEN E. AMBROSE
AUTHOR OF D-DAY AND UNDAUNTED COURAGE
CITIZEN SOLDIERS
THE U.S. ARMY FROM THE NORMANDY BEACHES TO THE BULGE TO THE SURRENDER OF GERMANY
JUNE 7, 1944–MAY 7, 1945

This book opens on June 7, amid the corpses of men of the 29th Infantry Division on the sands of the bloody Omaha Beach. It is a sequel to another of prolific author Stephen Ambrose's (1936-2002) books, D-Day. This one tells the stories of the battles in the hedgerows of Normandy, the breakout at Saint-Lo, the Falaise Gap, General Patton's drive across France, the liberation of Paris, the attempt to leap the Rhine in Operation Market Garden, the battles around Metz and in the Huertgen Forest, the Battle of the Bulge, the capture of the bridge at Remagen and, finally, overrunning Germany. From enlisted men and junior officers, Ambrose draws on interviews and oral histories to share the experience of the army of 'citizen soldiers', revealing suffering and hardship in equal measure. Those citizen soldiers overcame fear and inexperience, the mistakes of higher command and, of course, the enemy, to win the war in Europe.

The book picks up where his previous book – which describes the preparations and execution of the Normandy Landings as 'The Climactic Battle of World War II' – left off. This book was well received and became a New York Times' bestseller. D-Day and Citizen Soldiers are a complementary pair – although written from an American perspective – and are still in print in paperback, £8.99 each.

The GIs embody America's adolescence as a superpower – and he follows them as America matures after 1945, listening to their reflections on war and peace.



Wounded American troops assault of the 3rd Battalion, 16th Infantry Regiment, 1st US Infantry Division, having gained the comparative safety offered by the chalk cliffs near Colleville-sur-Mer, Omaha Beach. Also present are men of the 29th Infantry Division landed on Fox Red in error

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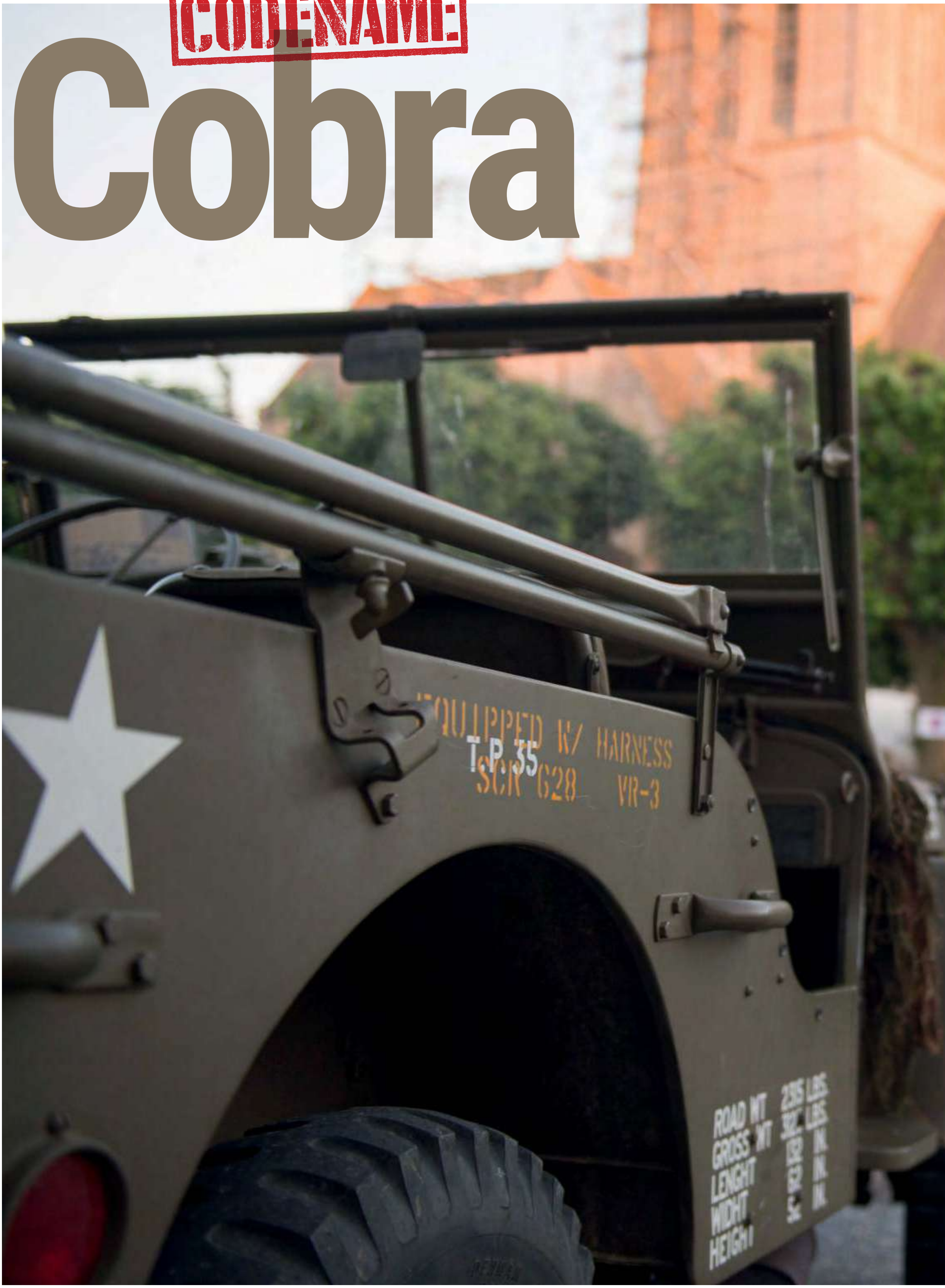
CODENAME

Cobra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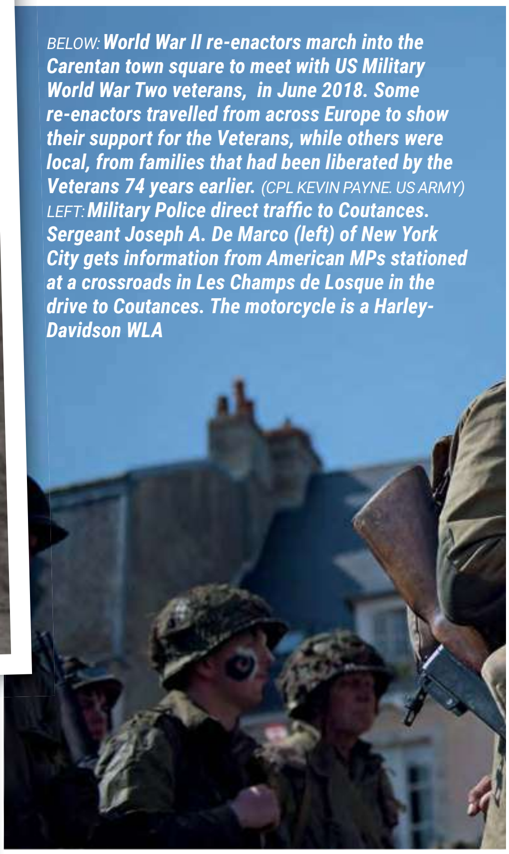
MAIN PICTURE: ***A restored Jeep in Carentan in 2018.*** *(CPL KEVIN PAYNE. US ARMY)*

RIGHT: ***A US M7 Priest 105mm Motor Gun Carriage Tank Destroyer during the push to the Cotentin peninsula***

Operation Cobra was the codename of the American action to make a major breakout of the Normandy bridgehead established after D-Day. General Omar Bradley sought to focus the Allies' efforts on a narrow front west of Saint-Lô, but there were obstacles to overcome at the outset

Operation Cobra began seven weeks after the successful Normandy landings. To facilitate an allied build-up of troops and supplies in France for further offensive operations, capturing the seaport of Cherbourg on the western flank of the American sector and the town of Caen in the British and Canadian eastern sector were considered crucial.

The campaign by the First United States Army under Bradley started on July 25, but initial progress was slow. In the west, the US Army faced stubborn German resistance and was also stalled by the geography of this area known as the bocage. It comprised dense hedgerows, sunken lanes and numerous woods, and was easier to defend than attack. Sgt Curtis Grubb Culin III (1915-1963) is credited with finding a solution to breaking through the hedges. Another soldier – a Tennessee hillbilly named Roberts – half-jokingly suggested fitting saw teeth to tanks, prompting the sergeant to invent a hedge-breaching device made from the scrap steel of German anti-landing devices on the beaches. Following a demonstration of its capabilities, Lieutenant General Bradley ordered that as many Sherman tanks as possible be fitted with the device and, by the launch of Operation Cobra, approximately 60% of US First Army tanks were equipped.



BELOW: ***World War II re-enactors march into the Carentan town square to meet with US Military World War Two veterans, in June 2018. Some re-enactors travelled from across Europe to show their support for the Veterans, while others were local, from families that had been liberated by the Veterans 74 years earlier.*** *(CPL KEVIN PAYNE. US ARMY)* *LEFT:* ***Military Police direct traffic to Coutances. Sergeant Joseph A. De Marco (left) of New York City gets information from American MPs stationed at a crossroads in Les Champs de Losque in the drive to Coutances. The motorcycle is a Harley-Davidson WLA***

ABOVE: ***A camouflaged M10 Tank Destroyer and MP's Harley-Davidson WLA in Percy during early August 1944*** *RIGHT:* ***The 5th Armored Division landed at Utah on July 24, 1944***

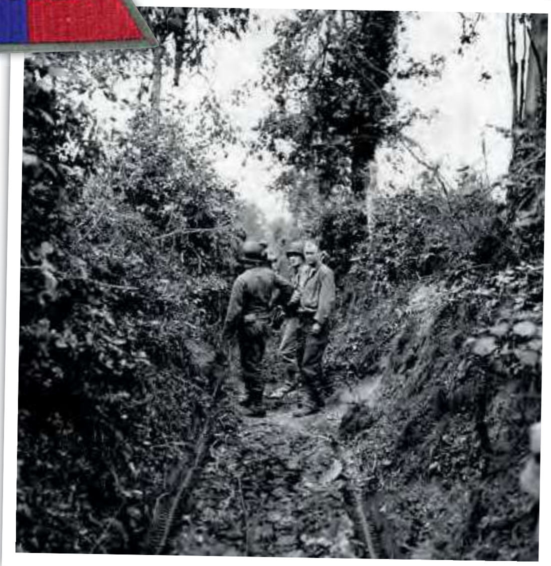
Bradley temporarily halted the First US Army advance in the western sector before the town of Saint-Lô was reached to concentrate on capturing Cherbourg. The defence of this port was in the hands of the remnants of units that had retreated up the Cotentin peninsula. German resistance ended on June 27, when the US 9th Infantry Division breached the defences at Cap de la Hague, and the offensive towards Saint-Lô resumed. Capturing Saint-Lô was entrusted to the XIX Corps of the US First Army which, on July 15, included the 29th Infantry Division in position on the Bayeux road from La Luzerne to Saint-André-de-l'Épine and heading southwest into the city; the 30th Infantry Division positioned on the road to Périers to the west near Le Mesnil-Durand: and the 35th Infantry Division on the Isigny road and fighting south towards Saint-Lô. The strategically important city fell to the 29th Infantry Division on July 19.

Once a breakthrough had been established and, free of the restrictions of the bocage country, the aim was to advance into Brittany. After a slow start, the offensive gathered speed and German resistance began to collapse, allowing isolation of the entire Cotentin peninsula, as the entire Normandy front collapsed. Operation Cobra, alongside the concurrent offensives by the British Second and Canadian First Armies, is considered a decisive moment in securing allied victory in Normandy. Fighting around Avranches was severe and costly on August 7, but a day later, troops of General Patton's newly activated US Third Army captured Le Mans, until then the German 7th Army's headquarters.

Cobra Collaboration

The US 2nd Armored Division landed on Omaha June 9, 1944 and operated in the Cotentin Peninsula before being part of the right flank of Operation Cobra. It met action with numerous German units including the feared 2nd SS Panzer Division 'Das Reich', infamous for the massacre of 642 French civilians in the village of Oradour-sur-Glane in the Limousin region on June 10, 1944. The 2nd Armored was involved in the fighting around Avranches, then raced across France with other units of the Third Army.

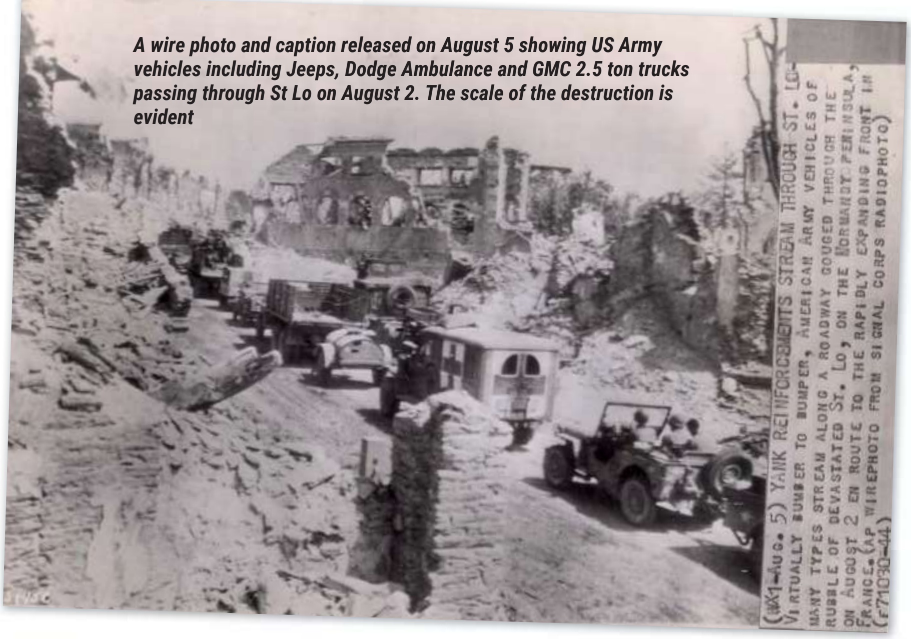
The US 3rd Armored Division was involved in the Battle of Saint-Lô, where it suffered significant casualties. After heavy fighting in the hedgerows of the bocage, it broke out at Marigny, alongside the 1st Infantry Division, and turned south to Mayenne. Later it helped close the Falaise Gap



ABOVE: ***US soldiers in the Bocage. The difficulties of dislodging defenders here can easily be imagined***

9th infantry Division

35th infantry Division



A wire photo and caption released on August 5 showing US Army vehicles including Jeeps, Dodge Ambulance and GMC 2.5 ton trucks passing through St Lo on August 2. The scale of the destruction is evident

(WX1–AUG. 5) YANK REINFORCEMENTS STREAM THROUGH ST. LO–
VIRTUALLY BUMPER TO BUMPER, AMERICAN ARMY VEHICLES OF
MANY TYPES STREAM ALONG A ROADWAY GOUGED THROUGH THE
RUBBLE OF DEVASTATED ST. LO, ON THE NORMANDY PENINSULA,
ON AUGUST 2 EN ROUTE TO THE RAPIDLY EXPANDING FRONT IN
FRANCE. (AP WIREPHOTO FROM SIGNAL CORPS RADIOPHOTO)
(F71030-44)

and Argentan pocket which contained the German Seventh Army, and, by mid-August it was at the banks of the River Seine.

The US 4th Armored Division landed on Utah Beach, on July 11, and went into action on July 17. Soon afterwards, on July 28, as part of the VIII Corps force in Operation Cobra, the division secured Coutances and the surrounding area. It then swung south, driving across the base of the Brittany Peninsula, to capture Nantes on August 12.

The US 5th Armored Division landed at Utah Beach on July 24 and engaged in combat on August 2. It drove south through Coutances, Avranches, and Vitré, and across the Mayenne River to seize Le Mans. Turning north, the division helped surround the Germans in Normandy by advancing through Le Mêle-sur-Sarthe, liberated on August 11, to the edge of Argentan on August 12. Numerous other units were also involved, of course, in achieving this and the next objective, which would be the decisive engagement of the Battle of Normandy.

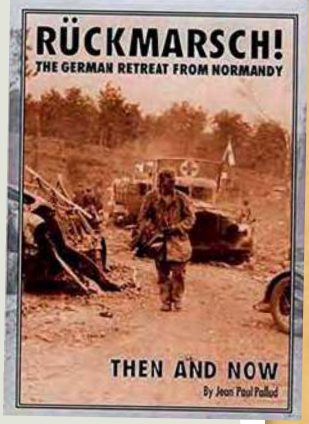
Much of German Army Group B, including the 7th Army and the 5th Panzer Army were encircled by the allied forces of several nationalities in a pocket around Falaise. The subsequent Battle of the Falaise Pocket which took place between August 12 and August 21 led to the very bloody destruction of most of Army Group B, west of the River Seine. This opened the way to Paris and the Franco-German border for the allied armies. The autumn would open a new stage of the campaign in Europe.

FURTHER READING

CURRENT

Rückmarsch! Then and Now: The German Retreat from Normandy

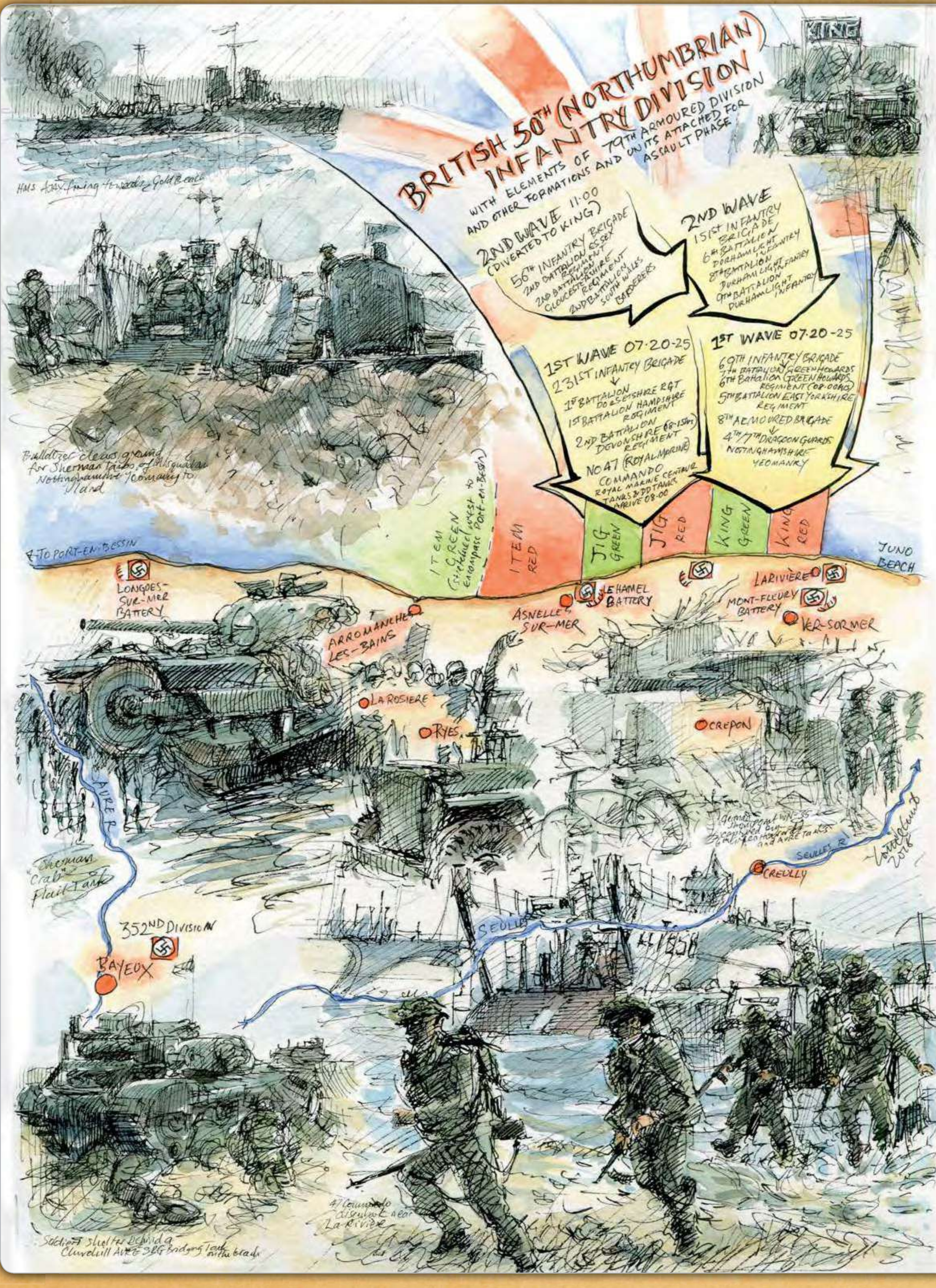
Author: *Jean Paul Pallud*
Publisher: *After The Battle*
Year: *2006*
ISBN: *1 870067 57 6*
Language: *English*
Binding: *Hard back*
Pages: *376*
Size: *215 x 304mm (81/2 x12in)*
Price: *£39.95*
www.afterthebattle.com



Plenty is talked about the landings in Normandy but less is said about the German retreat from Normandy and the destruction of much of Hitler's army in the west. The Germans suffered a costly retreat from the fighting to contain the Allies within the wider Normandy beachhead area, following the axis attempt to recover the initiative with Operation Lüttich – the counter-attack from Mortain on August 7. This book, originally published in 2006, balances up the history with After The Battle magazine's meticulously detailed then-and-now approach to World War Two history.

This book's author, Jean Paul Pallud follows in the footsteps of the Germans as they retreat from Falaise, back across the River Seine and across France. The numerous photos of destroyed German transport, armour and columns of dishevelled men portray an army clearly in retreat and belie the modern pictures of rural France where traces of the fighting are fewer. The Germans lost around 300,000 men during the retreat – killed, wounded, missing or captured but, by the beginning of September, were preparing to make a stand again, this time along a line that ran for 400 miles (650km) between Switzerland and the North Sea.

The book perhaps offers visitors to France suggestions of less well-known places to visit but, as with all After The Battle books, the period photos are a source of fascination. This is undoubtedly a comprehensive and useful book for those interested in the liberation of Europe.


BRITISH 50TH (NORTHUMBRIAN) INFANTRY DIVISION
WITH ELEMENTS OF 79TH ARMOURED DIVISION AND OTHER FORMATIONS AND UNITS ATTACHED FOR ASSAULT PHASE
2ND WAVE 11·00 (DIVERTED TO KING)
56TH INFANTRY BRIGADE
2ND BATTALION ESSEX REGIMENT
2ND BATTALION GLOUCESTERSHIRE REGIMENT
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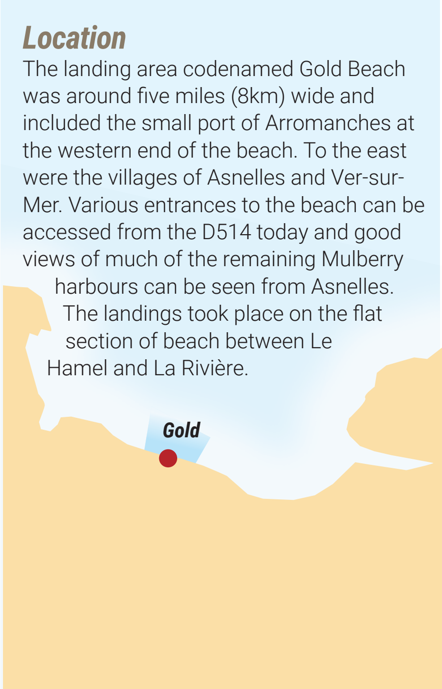
2ND WAVE
151ST INFANTRY BRIGADE
6TH BATTALION DURHAM LIGHT INFANTRY
8TH BATTALION DURHAM LIGHT INFANTRY
9TH BATTALION DURHAM LIGHT INFANTRY
1ST WAVE 07·20-25
231ST INFANTRY BRIGADE
1ST BATTALION DORSETSHIRE RGT
1ST BATTALION HAMPSHIRE REGIMENT
2ND BATTALION DEVONSHIRE REGIMENT (08·15hrs)
NO 47 (ROYAL MARINE) COMMANDO
ROYAL MARINE CENTAUR TANKS & DD TANKS ARRIVE 08·00
1ST WAVE 07·20-25
69TH INFANTRY BRIGADE
7TH BATTALION GREEN HOWARDS
6TH Battalion GREEN HOWARDS REGIMENT (08·00hrs)
5TH BATTALION EAST YORKSHIRE REGIMENT
8TH ARMOURED BRIGADE
4TH/7TH DRAGOON GUARDS
NOTTINGHAMSHIRE YEOMANRY
KING
HMS Ajax firing towards Gold Beach
Bulldozer clears ground for Sherman tanks of squadron Nottinghamshire Yeomanry to land
ITEM GREEN (stretched west to encompass Port-en-Bessin)
ITEM RED
JIG GREEN
JIG RED
KING GREEN
KING RED
JUNO BEACH
TO PORT-EN-BESSIN
LONGUES-SUR-MER BATTERY
ARROMANCHES-LES-BAINS
LE HAMEL BATTERY
ASNELLES-SUR-MER
LA RIVIÈRE
MONT-FLEURY BATTERY
VER-SUR-MER
LA ROSIERE
RYES
CREPON
German gun WN-35 knocked out by Green Howards and AVRE tanks
SEULLES R
CREULLY
AURE R
Sherman "Crab" Flail Tank
352ND DIVISION
BAYEUX
SEULLES
LCT 1858
47 Commando disembark near La Rivière
Soldiers shelter behind a Churchill AVRE SBG bridging tank on the beach
2018

CODENAME Gold

One of the five landing beaches on D-Day, Gold was assaulted and captured from the defending German troops on June 6, 1944 by units of the British 50th (Northumbrian) Infantry Division

Location

The landing area codenamed Gold Beach was around five miles (8km) wide and included the small port of Arromanches at the western end of the beach. To the east were the villages of Asnelles and Ver-sur-Mer. Various entrances to the beach can be accessed from the D514 today and good views of much of the remaining Mulberry harbours can be seen from Asnelles. The landings took place on the flat section of beach between Le Hamel and La Rivière.

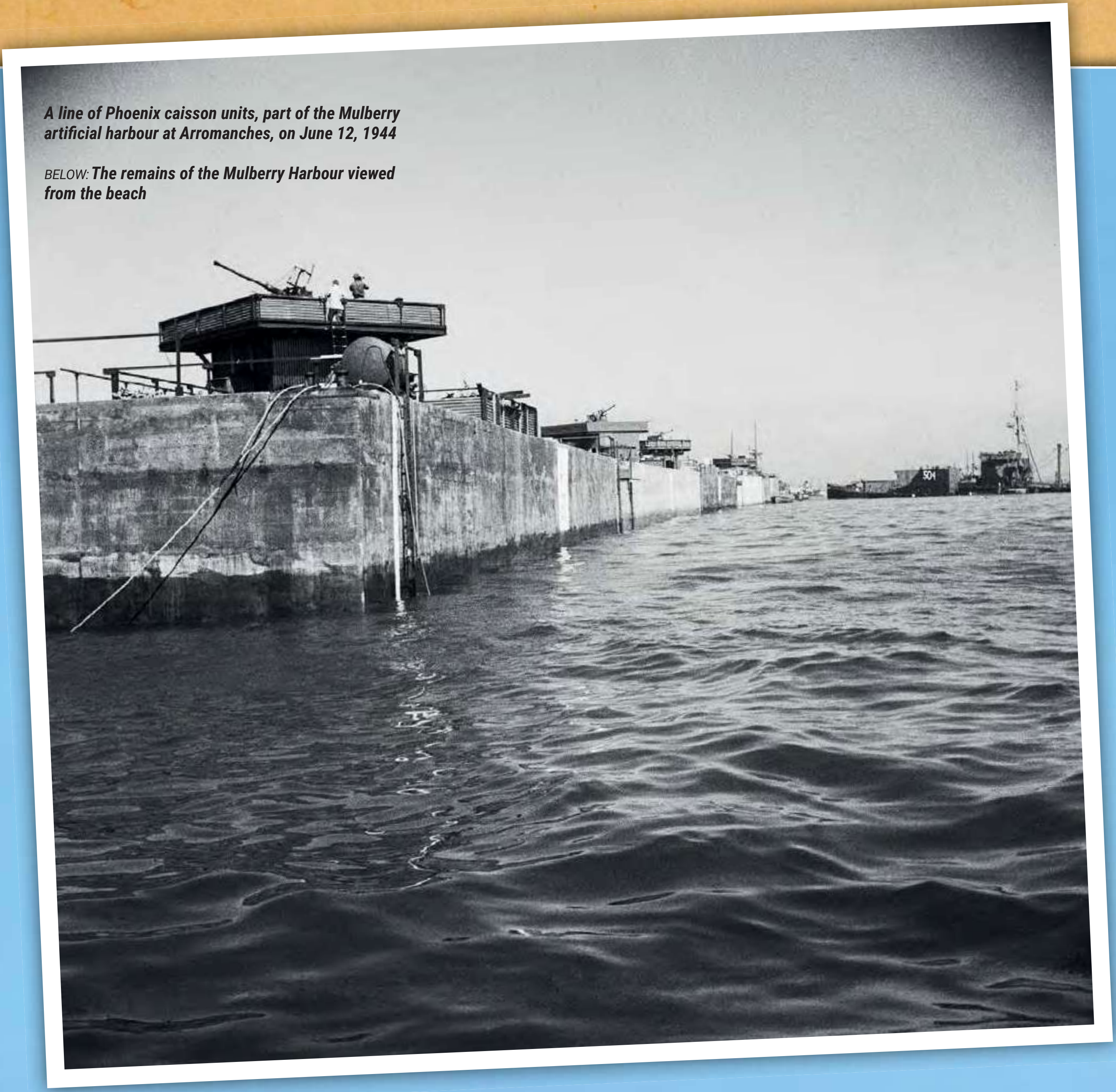


Gold Beach was the central of the five landing areas. The objectives were to secure a beachhead, capture Arromanches and establish contact with the American forces at Omaha and the Canadian forces at Juno to the east. The invaders could then move inland to capture Bayeux and travel west to capture the fishing port of Port-en-Bessin. Gold was assigned to Lieutenant General Gerard Bucknall's British XXX Corps. In the vanguard was the 50th (Northumbrian) Infantry Division, commanded by Major General Douglas Graham, which included the Devonshire, Hampshire, Dorsetshire, and East Yorkshire regiments. The 50th was an experienced division that had fought in North Africa and Sicily and, prior to D-Day, its soldiers undertook amphibious landing training including the major exercise known as Exercise Fabius at Hayling Island in May 1944.

High cliffs at the western end of the zone meant that the landings were planned for the flat section of shore between Le Hamel and La Rivière in sectors code-named Jig and King, which were both sub-divided into red and green sectors. Capturing Gold was to be the responsibility of the British Army,

Troops from 50th Division inspect a knocked-out German 50mm gun in its emplacement on Gold beach

Special Service troops of 47 Royal Marine Commando land at Gold Beach near Le Hamel on D-Day, June 6, 1944.



A line of Phoenix caisson units, part of the Mulberry artificial harbour at Arromanches, on June 12, 1944

BELOW: ***The remains of the Mulberry Harbour viewed from the beach***

with sea transport, mine sweeping and a naval bombardment force, Bombarding Force K, a task force of 18 ships, primarily cruisers and destroyers.

The naval bombardment started at 05:30hrs. At 07:20hrs the amphibious tanks of the 8th Armoured Brigade splashed ashore followed by the infantry; 231st Infantry Brigade was assigned to Jig, and the 69th Infantry, King. The second wave on Jig, in the form of the 56th Infantry Brigade, was tasked with capturing Bayeux and an inland ridge to cut the N13 highway between Caen and Bayeux and stop the Germans from moving up reinforcements. In the second wave on King, the 151st Infantry Brigade was charged with seizing the Caen road and railway, and the high ground between the rivers Aure and Seulles. High winds made conditions difficult for the landing craft, and the amphibious DD tanks were released close to shore or directly on the beach instead of further out as planned. Some of the guns in the Longues-sur-Mer battery were disabled by direct hits from the cruisers HMS Ajax and HMS Argonaut.

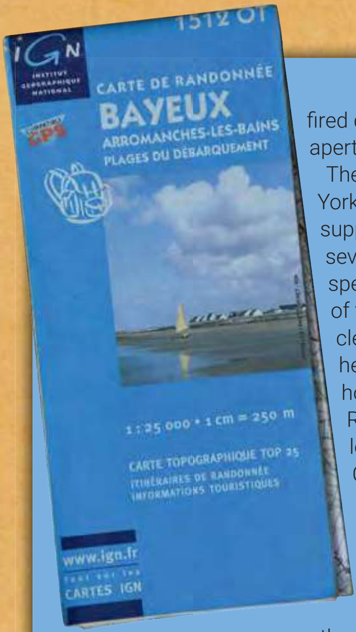
50th Northumbrian Division

During 1943, Hitler had put Field Marshal Erwin Rommel in charge of improving the coastal defences along the Atlantic Wall in anticipation of the Allied invasion. Rommel ordered the construction of extensive works along the Normandy coast and, in the immediate area of Gold between Le Hamel and La Rivière, numerous defensive positions were built. Rommel also specified wooden stakes, metal tripods, mines, and large anti-tank obstacles to be positioned on the beaches to delay the approach of landing craft and impede the movement of tanks. Tangles of barbed wire, booby traps, and the removal of ground cover made the approach hazardous for infantry. About 2,000 men, from two infantry divisions, were stationed in the coastal area between Arromanches and Asnelles while a mechanised unit of the 352nd Division was based in the nearby town of Bayeux.

H-Hour for the landing at Gold was 50 minutes later than on the American beaches because of differences in the tide times. The first wave on King, landing at 08:20hrs, comprised the 5th East Yorkshires and 6th Green Howards of 69th Brigade, assisted by amphibious DD tanks of the 4th/7th Dragoon Guards and the 7th Green Howards. The plan called for the 38 DD tanks to be launched from their landing craft tank (LCTs) about 5,000 yards off the coast but, because of the choppy seas, they decided to run them directly onto the beach. Disembarking infantry, engineers, and armour including AVREs, flail tanks and bulldozers immediately came under fire from the gun sited at La Rivière. The infantry was forced to take cover behind the sea wall and the gun was destroyed when a flail tank of the Westminster Dragoons

Devonshire Regiment

LEFT: ***Much of the Nazis' Atlantic Wall still stands derelict like this emplacement at Longues sur Mer***



fired directly into its aperture.

The 5th East Yorkshires, supported by several tanks, spent the rest of the morning clearing out the heavily fortified houses of La Rivière, with the loss of 90 men. Getting off the beach proved difficult, as some of the tanks got stuck in the mud or were disabled by mines. Scheduled to land at 11:00hrs on Jig, the 56th Infantry Brigade was redirected to King because the gun battery at Le Hamel was still operational. Nonetheless they proceeded towards their objective of Bayeux, although slow progress was made, and they had to dig in for the night some distance away. The 151st Brigade met fierce resistance but succeeded in taking control of the road and railway between Bayeux and Caen. The 69th Brigade secured the eastern flank and by nightfall had contacted the Canadian forces on Juno Beach.

At Jig, the first wave of infantry comprising the 1st Dorsetshires and 1st Hampshires of the 231st Infantry Brigade came under fire from the gun at Le Hamel. Due to navigation errors largely because of the strong currents, they disembarked to the east of their planned landing points. Rough seas delayed the DD tanks and Royal Marine Centaur tanks with many becoming bogged down on the beach or hit by defensive fire.

Attempts to flank Le Hamel were hampered by the surrounding machine gun placements, mines, and barbed wire. More success was achieved later following the arrival of an AVRE tank of 82nd Assault Squadron. The 2nd Devonshires landed while the beach was still under heavy fire so only one company stayed to help with the assault on Le Hamel, while the others moved to capture the village of Ryes on the Bayeux road. The 1st Dorsetshire Regiment attacked and moved inland, arcing westwards toward the high ground south of Arromanches. Joined by units of the 1st Hampshire Regiment and covered by fire from the ships offshore, they captured Arromanches late in the afternoon.

The 47th Royal Marine Commando disembarked at Jig, some distance east of their intended position. Five of their LCAs had been sunk by beach obstacles or enemy fire and they had suffered the loss of 76 men. The Commandos took some casualties in several skirmishes, including at La Rosière, on the way to Port-en-Bessin where they arrived too late to launch an attack. They dug in for the night and the port would eventually be captured in the battle of Port-en-Bessin on June 7-8.

Combined Ops unit

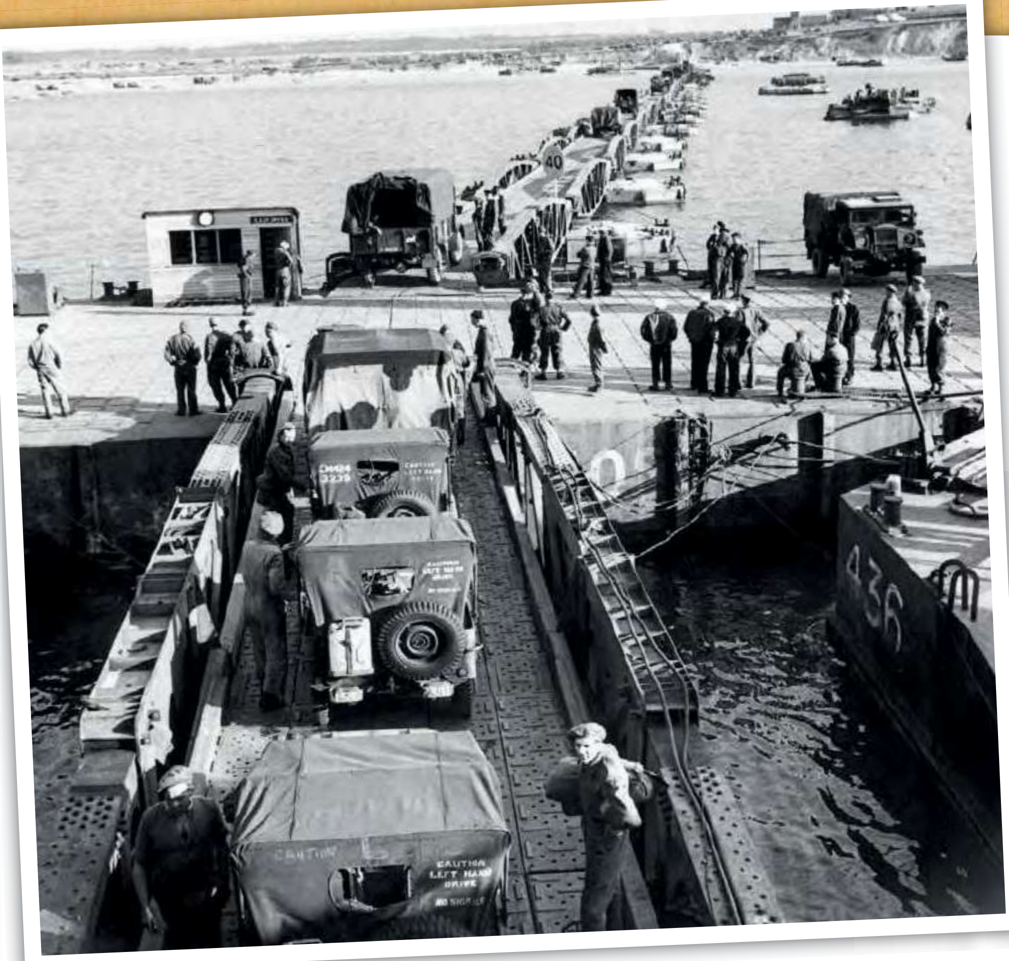
Elsewhere, pockets of German resistance remained, and the British were stopped just under four miles short of their D-Day objectives. Bayeux was captured on June 7 but, by the end of D-Day, the 50th Division had lost around 700 men. Total allied casualties at Gold were in the region of 1,100, of which 350 were killed in action. A total of 24,970 men had disembarked at Gold, along with 2,100 vehicles and 1,000 tons of supplies. Further landings would be slowed by the loss of 34 LCTs and the bad weather. The 24th Lancers and 61st Reconnaissance Regiment, due to land on D-Day to start the drive towards Villers-Bocage, were unable to do so until June 7. The 22nd Armoured Brigade of the 7th Armoured Division was similarly delayed, and it is believed that this hampered the next stage of the invasion.

Also arriving from June 7 onwards were the first components to build the Mulberry harbours. They were towed across the Channel on D+1 – June 7 – and the assembled structures would be in use for unloading by mid-June. One was constructed at Arromanches by British forces and the other at Omaha by the Americans. The severe storm of June 19 destroyed the Omaha harbour but the Arromanches one was repaired and remained in use for the next 10 months. Responsibility for Mulberry B, off Arromanches, fell to the No 1 Port Construction and Repair Group. It sailed in the evening of June 6 and, by the early hours of June 7, markers for aligning the first piers were positioned at the high tide mark on the landing beach and on higher ground beyond. Out to sea, marker buoys for the caissons and blockships from Poole harbour were put in their predetermined places. The blockships – Gooseberries – were a fleet of 70 obsolete merchant vessels that had been collected in Oban on the west coast of Scotland. There they were stripped, ballasted and primed with explosive scuttling charges before being sailed under their own steam to Normandy. The challenge was to achieve the planned overlapping positions to ensure protection against weather and tides.

The Bombardons were floating breakwaters, comprising huge metal structures ballasted and firmly anchored in place. These were towed out to their moorings, which had been laid previously by boom laying craft. The 146 caissons, or Phoenixes, were 200ft long, 60ft high and 50ft wide (61 x 18 x 15m), made from concrete and comprised six miles (9.6km) of breakwater. These Phoenixes were watertight, floating barges with valves to ensure they could be lowered onto the seabed in a controlled manner. Each had a four-man crew and was towed to Normandy, where harbour tugs manoeuvred them into position. The sea valves were opened and allowed them to settle on the seabed.

The Gooseberries at Mulberry B were in position by June 13, forming two crescent-

Military vehicle enthusiasts on Gold Beach during the 70th anniversary commemorations in 2014



British transport being disembarked on the pontoons of the Mulberry Harbour

shaped harbours, which accommodated 75 Liberty ships and numerous small craft. Pierheads were located at the seaward end of the roadways, known as whales, each with a platform that could be raised and lowered with the tide. The 10 miles (16km) of floating roadway was supported on concrete and steel pontoons called Beetles. Buffers were the approach spans from the floating roadway to beach and Rhinos were power-driven pontoons on which some cargo was brought ashore. By D+8, approximately a mile of pier and roadway were in place and operational. From then until the end of August, around 7,000 tons were landed daily via Mulberry B, an effort that was supplemented by Cherbourg port as work continued to make it progressively serviceable again. Mulberry B was in use for five months, during which time over two million men, 500,000 vehicles and four million tons of supplies passed through the mobile harbour that was bigger than the port of Dover. One of its crucial uses was for the unloading of heavy machinery that could not be brought across the beaches. The Gooseberries sheltered hundreds of ships during the storms of June 17-23 and provided shelter for craft unloading stores at Juno and GOLD. A joint Anglo-American oil depot was constructed at Port-en-Bessin, fed via buoyed pipes, known as Tombolas, from oil tankers moored offshore. Using this method, 175,000 tons of petrol was delivered by the end of August, by which time the underwater pipelines of Operation PLUTO (Pipeline Under The Ocean) were ready and supplying pumped fuel.

Poppies of 2018 are a poignant reminder of the human cost of the invasion

COLLECTABLE

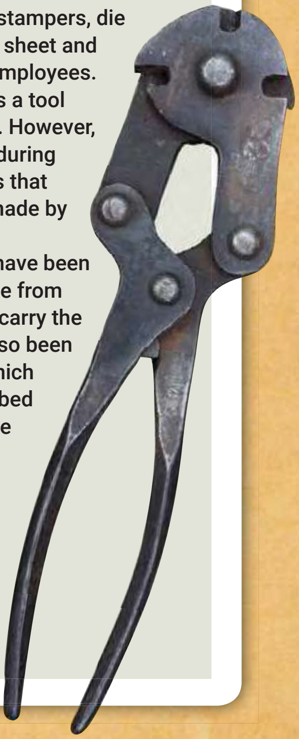
"There's no gas, no barbed wire, there's no guns firing now…" This line, quoted from Eric Bogle's famous anti-war song The Green Fields of France, illustrates how barbed wire had become as formidable as mustard gas in the war of attrition on the Western Front of World War One. However, while barbed wire is synonymous with World War One it was also widely used in World War Two and British soldiers had to penetrate defences shrouded in it.

A simple hand tool – the wire cutter – was one answer and what makes it interesting is that its design changed little for almost a century. This type of cutter was officially the 'Cutter, wire, Mark V' and was introduced by List of Changes entry number 16267, approved on January 22nd, 1912. It was one in a succession of cutters, designed to deal with increasingly thick gauges of wire being deployed. The Mark V was intended to cut No.4 SWG (Standard Wire Gauge) mild steel or hard-drawn iron wire, which was 0.232in in diameter. The nose of the cutter features three jaws while a projecting hook, in front of the side jaws, helped them quickly locate on the wire to be cut. In operation, they work on the compound lever system, which increases the mechanical advantage over tools such as pliers.

In 1913, List of Changes entry number 16824 introduced the 'Cutter, wire, large. (Mark I.)', the Mark V was redesignated as 'Cutter, wire, Mark V, small'.

The set of wire cutters seen here bear a War Department arrow. They are undated although likely to be from World War Two. Their shape, complete with a lanyard hole in one handle, suggests that they may be a product of Wynn, Timmins and Co of Birmingham which by 1914 was a manufacturer of hand tools for "all trades, iron and steel stampers, die sinkers, press work in sheet and metal", and had 200 employees. It was still recorded as a tool manufacturer in 1937. However, the demand for tools during World War Two means that they may have been made by another company.

Unsurprisingly, there have been specific pouches made from leather or webbing to carry the cutters. There have also been longer reach types, which goes to show that barbed wire has been the bane of soldiers' lives for a century or more. As collectables, none of these wire cutters are particularly expensive and there are plenty for sale online. They tell a silent tale.



PLACES TO VISIT

Arromanches-les-Bains

On the D514 coast road

Arromanches-les-Bains is located on the coast northeast of Bayeux and west of Courseulles-sur-Mer in the heart of the area where the Normandy landings took place on D-Day. Today, Arromanches is largely a tourist town in a convenient location for visiting all the battle sites and war cemeteries. There is also a museum at Arromanches with information about Operation Overlord and, the Mulberry harbours. On the heights east of town, beside an unmissable statue of the Virgin Mary, a memorial honours the sappers of the Royal Engineers. In town, a memorial from 2009 pays homage to the London engineer, Allan Beckett, whose design for the floating roadway was of huge significance in the success of the artificial port. At Arromanches, many parts of the harbours are visible on the sands and a museum examines their construction and use. The radar station is the site of a visitor centre and theatre.

Bayeux

On the RN13

Bayeux, on the River Aure, is in the Calvados district in Normandy in north western France. It is the home of the Bayeux Tapestry, which depicts the events leading up to the Norman conquest of England in 1066. During World War Two, Bayeux, just four miles from the coast of the English Channel, was the first city of the Battle of Normandy to be liberated. On June 16, 1944 General Charles de Gaulle made the first of two major speeches in Bayeux in which he made it clear that France sided with the Allies. The buildings in Bayeux were virtually untouched during the Battle of Normandy, the German forces being fully involved in defending Caen from the Allies. The area around Bayeux is called the Bessin, originally the bailiwick, or domain, of the province Normandy until the French Revolution. Bayeux is home to the Musée Mémorial de la Bataille de Normandie (The Memorial Museum of the Battle of Normandy) and the Bayeux Commonwealth War Graves Commission Cemetery. La Cambe German war cemetery is also nearby. www.bayeux.fr

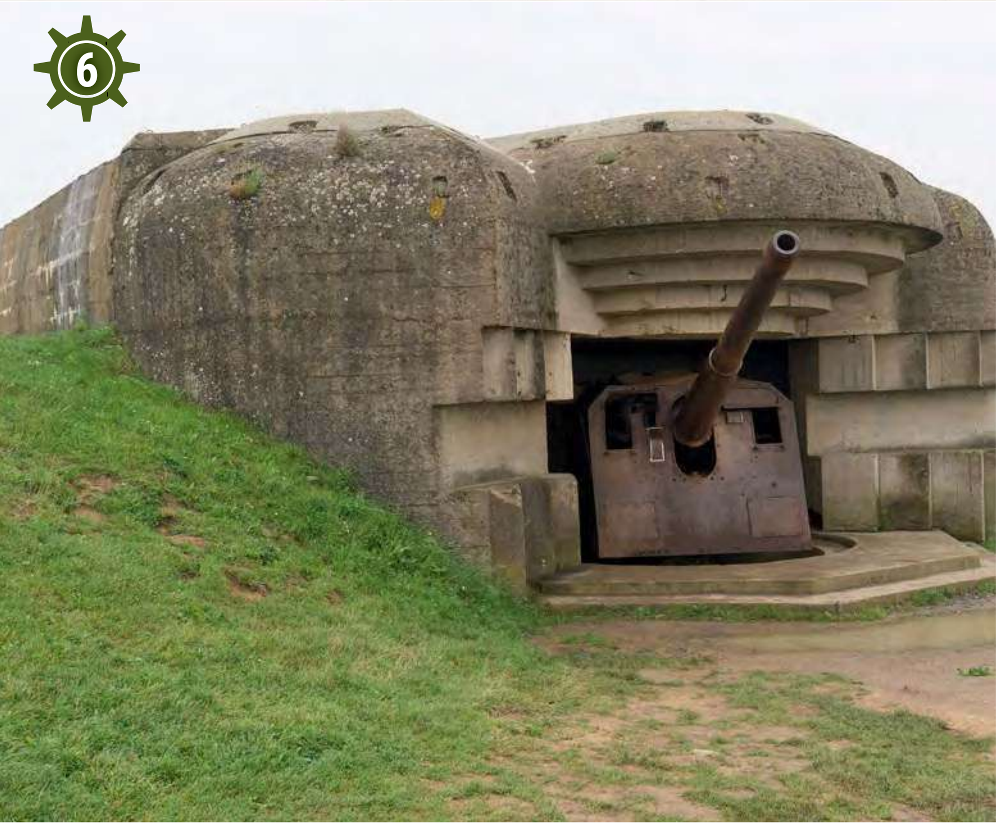
Bayeux British War Cemetery

1945 Boulevard Fabian Ware, 14400 Bayeux

Bayeux War Cemetery is the largest World War Two Commonwealth burial ground in France. It contains 4,648 interments and it faces the Bayeux Memorial, which commemorates more than 1,800 Commonwealth forces who died in Normandy and have no known grave. France assigned the cemetery grounds to the United Kingdom in perpetuity in recognition of the sacrifices made by the British in the defence

1
ARROMANCHES
RESTAURANT
Salle des Fêtes

4
MUSEE DU DEBARQUEMENT
6 JUIN 1944 D DAY



and liberation of France during the war. In addition to Commonwealth burials, there are 466 graves of German soldiers. The cemetery contains the Cross of Sacrifice or War Cross, designed by Sir Reginald Blomfield for the Commonwealth War Graves Commission (CWGC).

The Queen and the then President of France Jacques Chirac attended ceremonies at the cemetery on June 6, 2004, marking the 60th anniversary of the D-Day invasion. The 70th anniversary was commemorated by further ceremonies on June 6, 2014, in the presence of The Queen and François Hollande, France's President at the time. www.cwgc.org

D-Day Museum – Musée du Débarquement

Musée du Débarquement, Place du 6 Juin, 14117 Arromanches

Set up on the initiative of Raymond Triboulet, France's first sub-prefect (local governor) after the Liberation, this permanent exhibition on the Normandy Landings was officially opened on June 5, 1954 in Arromanches by Monsieur René Coty, President of the French Republic at the time. It was the first museum to be built commemorating June 6, 1944 and the Normandy Campaign. The D-day Museum overlooks the very spot where one of the Mulberry harbours was constructed and where its remains can still be seen today, just a few hundred metres from the shore. The museum focuses on the D-Day landings and the crucial months of Allied action afterwards and includes fascinating detail about the setting up of the Mulberry harbours through models, displays and videos.

www.arromanches-museum.com

Gold Beach

After landing at Gold Beach, the British 50th Infantry Division was soon outside Bayeux and was able to take control of the town on the morning of June 7. Its seizing of Arromanches paved the way for the installation of the Mulberry Harbours. Gold Beach was around 5 miles (8km) wide and stretches from the small port of Arromanches to the east where the villages of Asnelles and Ver sur Mere can be found. The landing zones were in sectors code-named Jig and King both sub-divided into red and green sectors near La Rivière and Ver-sur-Mer.

Longues-sur-Mer Battery (Batterie Allemande)

Rue de la Mer
14400 Longues-Sur-Mer

The battery was part of Hitler's Atlantic Wall defences and consists of four 152mm navy guns housed in large concrete casemates. The site also included a fire control post, ammunition stores, defensive machine gun posts and accommodation for the soldiers. Its location between Omaha and Gold beaches made it a threat to Allied shipping during the landings. On the morning of June 7, the Allies effected an air raid followed by the assault by British troops of C Company of the 2nd Devonshire Regiment. Part of the 231st Brigade from Gold Beach, they seized the battery before noon and captured 120 German artillerymen and infantrymen.

The site of the battery is open to the public all year including access to the inside of the concrete casemates, which still house their original guns, and the fire control bunker, which was featured in the 1962 film, The Longest Day. The battery at Longues-sur-Mer is well preserved, and its observation bunker houses a visitor centre. The gun emplacements at Le Hamel and La Rivière still exist, but many other batteries and defensive positions are derelict.

Mulberry Harbours

Plage d'Arromanches, 14117 Arromanches-les-Bains

Arromanches is considered an important place during the Normandy landings, in particular as the site where the Mulberries' artificial port was constructed. One of two sites chosen to establish port facilities to unload supplies and troops needed for the invasion, it was commissioned on June 14, 1944 and allowed the disembarkation of 9,000 tons of material per day. The British-built, floating concrete caissons were towed from England, then assembled to form walls and piers to create the artificial Port Winston, with floating roadways linking to the land. Several sections of the Mulberry harbours remain on the sand and out to sea.

Memorial Museum of the Battle of Normandy

Boulevard Fabian Ware, 14400 Bayeux

The Musée Mémorial Bataille de Normandie was founded in the 1970s and can be considered as a gateway to the D-Day beaches. Within the museum's 2,300m² are exhibits that cover the Battle of Normandy, from the D-Day preparations to August 29, 1944. This includes the advances of Allied troops over the two-month period as well as military equipment and vehicles such as a GMC, M3 Half-track, Caterpillar D7 bulldozer, Willys Jeep, weapons and uniforms. Outside are Sherman, Churchill and Hetzer tanks.

Port-en-Bessin

On the D514

Port-en-Bessin-Huppain, a small fishing harbour west of Arromanches, is in the Calvados department of Normandy. During the invasion of Normandy, the Battle of Port-en-Bessin, also known as Operation Aubery, took place from June 7-8, 1944. The village was between Omaha Beach to the west and Gold Beach to the east in the British XXX Corps' sector. A target during Operation Overlord, the fortified port was captured by No.47 (Royal Marine) Commando of the 4th Special Service Brigade. British petrol and oil storage depots were established near the port and American forces at St Honorine two miles (3km) west, accessed tankers offshore, using buoyed pipelines under the code-name Tombola. The first pipeline into Port-en-Bessin opened on 25 June.

Sexton Self Propelled Gun

On the D514, Route d'Asnelles, Ver-sur-Mer

The Sexton is a 25-pdr gun fitted on top of a Canadian built M4 Sherman. These were built to enable the artillery to keep up with tanks moving faster than towed artillery. This surviving Sexton SPG was used on Gold Beach during D-Day and is easy to find. It is in a memorial square along the main Gold Beach coast road, the D514, Route d'Asnelles, where it meets the Avenue du 6 Juin in Ver-sur-Mer. The square is now called Espace Robert Kiln in honour of Major Robert Kiln who took part in the D-Day landings with the 86th Field Regiment Royal Artillery on Gold Beach's K for King sector. This Sexton SPG artillery gun was presented to the town of Ver-sur-Mer by the Major's son, Dr Matthew Kiln, in memory of his father and all the British troops who landed on Gold Beach. The memorial has a car park behind the Sexton SPG.

The Sexton had a top road speed of 25mph (25km/h). It was not intended to fight tanks in close combat, so its armour was designed to protect the crew from small arms fire and shrapnel. It had a gun crew of six and its main gun was a British Ordnance QF 25 pounder Mk II. It was capable of firing at targets 71/2 miles (12km) away. The Sextons were fitted with wading screens to prevent them flooding as they came ashore and were removed once they had got off the beach.

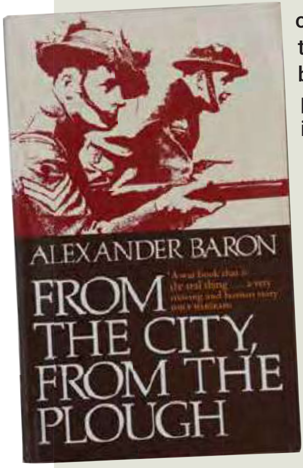
FURTHER READING

COLLECTABLE

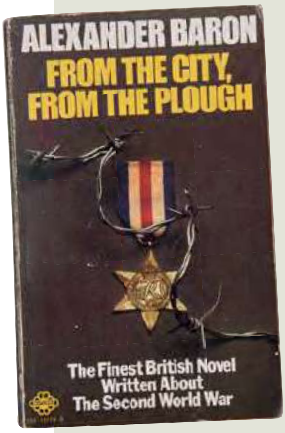
From the City, From the Plough

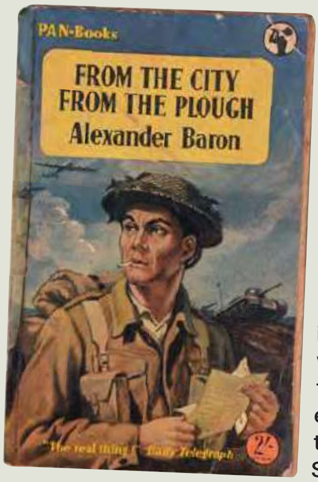
Author: *Alexander Baron*
Publisher: *Jonathan Cape (This edition Pan Books)*
Year: *1948 (This edition 1953)*
ISBN: *9780948238444 (2010 edition)*
Language: *English*
Binding: *Soft back*
Pages: *192*
Size: *110x176mm (4.25x7in)*
Price: *Varies (online)*

In the years after the conflict, numerous books were published, principally non-fiction. Many were military history tomes about campaigns and many more were individuals' accounts of wartime experiences. There was also a range of novels. These books' first editions were often hardback, but there were also booming sales of paperbacks. The illustrated covers from that era have a distinct charm and hint at what is inside.



So many British soldiers of World War Two were ordinary working men who had no choice about being called up and sent to fight the fascist aggressors. This book, first published in 1948 always brings those men – and the women who waited for them – to mind with its central core of characters who typify the conscripts of World War Two; Scots and Geordies, guys from the rural counties and city boys; the fly Londoner, Charlie Venable and the Scouse labourer, Scannock who finds redemption in battle. The book which was most recently republished in 2010 by Black Spring, starts as the battalion is strengthened with some battle-hardened veterans from the desert, following them on D-Day training right through the slog and the attrition of fighting through Normandy. and, believe me, if you know British working blokes – good or bad, they come to life on the pages of this book.


ALEXANDER BARON
FROM THE CITY, FROM THE PLOUGH
The Finest British Novel Written About The Second World War


PAN-Books
FROM THE CITY FROM THE PLOUGH
Alexander Baron
The real thing — Daily Telegraph
2/-

There may not have been a Fifth Battalion of the Wessex Regiment, but this is one of the best books about Normandy in 1944. The dust jackets of later editions say, 'Baron's story… although fictional, is the most magnificent recreation of how it really was to taste the blood, sweat and tears of France in 1944.' It is written so well that it would be hard to argue with that. It would even harder to argue with the review in the Morning Star, the famously left-wing British daily tabloid newspaper with its focus on social, political and trade union issues, describing it as "The finest book yet to appear in Britain concerning the Second World War."

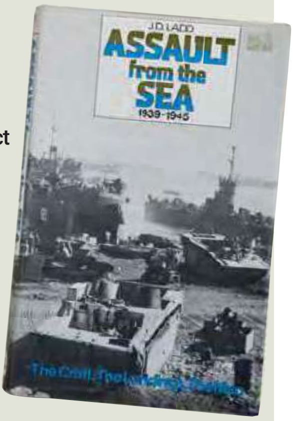
One reason is that the novel contains a great deal of truth. In 2010, Harry Ratner who served with Corporal Joe Bernstein aka Alexander Baron, wrote, "Baron was attached to an infantry battalion. In the novel the battalion is called the 5th Wessex and the names of the officers and men are made up. The real battalion was the 5th Wiltshires, part of the 43rd, Wessex Division. The battle described by Baron in the novel for the capture of Mont Pincon actually took place and the incidents described in the novel have been vouched for as accurate by actual members of the battalion at the time."

COLLECTABLE

Assault from the Sea

Author: *James D. Ladd*
Publisher: *David & Charles*
Year: *1976*
ISBN: *0 7153 6937 7*
Language: *English*
Binding: *Hardback*
Pages: *258*
Size: *14.6 x 22cm (5.75 x 81/4 ins)*
Price: *Varies (online)*
www.amazon.co.uk

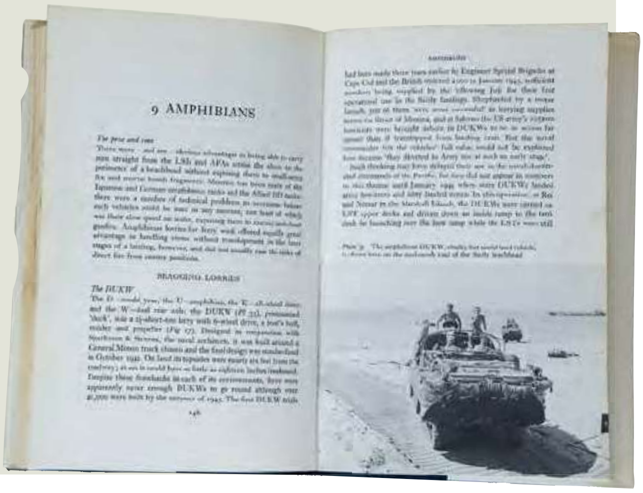
Inevitably, a book titled as this one, is going to contain a substantial amount about the D-Day landings in Normandy in its 13 chapters and three appendices.

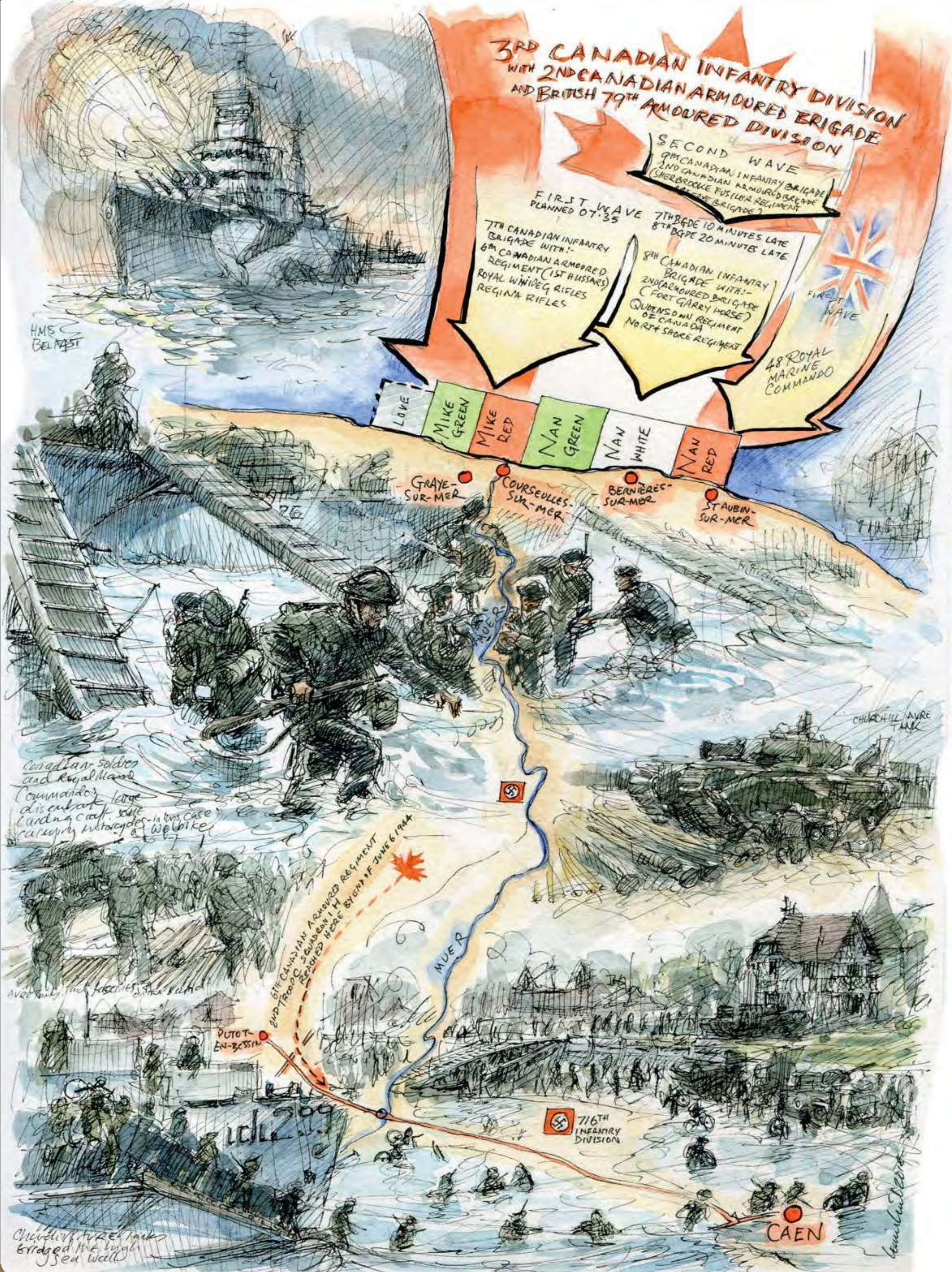


Each chapter authoritatively describes an aspect of amphibious landings and the text is supported with diagrams and B&W photographs. It is 'old school' in its layout and presentation but packed with technical detail that makes it a fascinating read. Chapter nine focuses on amphibians and under a sub heading 'Seagoing Lorries' deals with the 6x6 DUKW, continuing into the GPA Jeep and the British Terrapin. A further section of the same chapter explores Landing Vehicle, Tracked (LVT) machines in both open and armoured forms and their use in the various campaigns where they were deployed. Plan and side elevation drawings of the vehicles add detail and photos of the vehicles in use add context.

Of interest too is content about the aborted 1940 German landings in Britain – Operation Sealion –and the Japanese amphibious landings made during World War Two. Also interesting is the way in which the Allied landing fleets were structured and the roles of each type of landing craft. Pictures of US trucks being craned from ships and into craft at Salerno, Duplex Drive tanks – screen up – on an LCT (Landing Craft Tank) and a well-known, but still shocking, one of dead Canadian soldiers with Churchill tanks and a burning LCT at Dieppe, all tell the story of the numerous allied landings of World War Two.

Author James D. Ladd was a Royal Marine before he became a journalist, author and widely respected military historian. He has written several other military books including Commandos and Rangers of World War II (1978), SBS: The Invisible Raiders (1983) and By Sea By Land (1998). I have a few of Ladd's books – including Invisible Raiders – and find them all to be written to a high and detailed standard. JC




3RD CANADIAN INFANTRY DIVISION
WITH 2ND CANADIAN ARMOURED BRIGADE
AND BRITISH 79TH ARMOURED DIVISION
SECOND WAVE
9TH CANADIAN INFANTRY BRIGADE
2ND CANADIAN ARMOURED BRIGADE
(SHERBROOKE FUSILIER REGIMENT
RESERVE BRIGADE?
FIRST WAVE
PLANNED 07:35
7TH BGDE 10 MINUTES LATE
8TH BGDE 20 MINUTES LATE
7TH CANADIAN INFANTRY BRIGADE WITH:-
6TH CANADIAN ARMOURED REGIMENT (1ST HUSSARS)
ROYAL WINNIPEG RIFLES
REGINA RIFLES
8TH CANADIAN INFANTRY BRIGADE WITH:-
2ND ARMOURED BRIGADE
(FORT GARRY HORSE)
QUEENS OWN REGIMENT OF CANADA
NORTH SHORE REGIMENT
FIRST WAVE
48 ROYAL MARINE COMMANDO
HMS BELFAST
LOVE
MIKE GREEN
MIKE RED
NAN GREEN
NAN WHITE
NAN RED
GRAYE-SUR-MER
COURSEULLES-SUR-MER
BERNIÈRES-SUR-MER
ST AUBIN-SUR-MER
MUER
CHURCHILL AVRE TANK
Canadian soldiers and Royal Marine Commandos disembark large landing craft. some carrying motorcycles - in this case a Welbike
6TH CANADIAN ARMOURED REGIMENT 2ND TROOP C SQUADRON 1 H REACHED HERE BY END OF JUNE 6 1944
MUER
AVRE tanks, with fascines
PUTOT-EN-BESSIN
LCIL 299
716TH INFANTRY DIVISION
CAEN
Churchill AVRE tanks bridged the high sea wall

CODENAME JUNO

The task of capturing the beach codenamed Juno was given to the 3rd Canadian Infantry Division. This unit's objectives on D-Day were to cut the Caen-Bayeux road, capture the aerodrome in Carpiquet to the west of Caen, and link up with British units on beaches on either side of Juno

Location

Juno Beach stretches eastwards from Courseulles-sur-Mer through Bernières-sur-Mer to Saint-Aubin-sur-Mer and is easily accessed from the D514 coast road. In 1944, it lay between two British landing beaches: Gold to the east and Sword to the west.

Juno Beach was defended by two battalions of the German 716th Infantry Division. It was anticipated that preliminary air bombardment followed by a naval barrage from ships including HMS Belfast, would inflict damage on the beach defences and coastal fortifications.

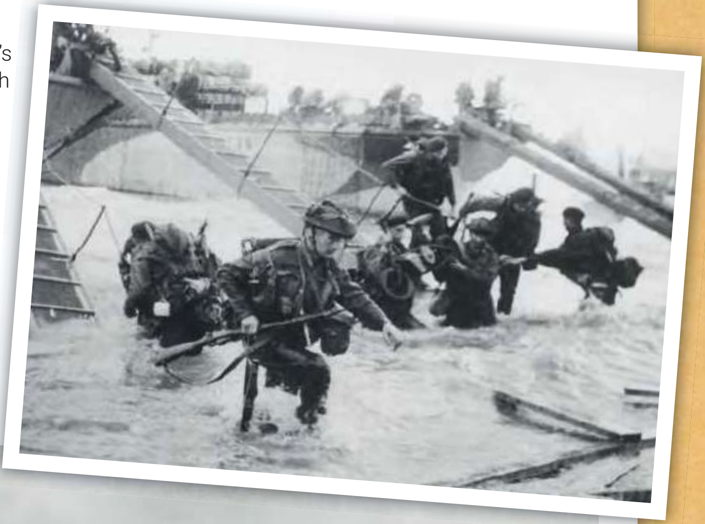
Juno Beach was divided into three sectors namely, from west to east, Love, Mike and Nan. On D-Day two brigades of the 3rd Canadian Division, supported by some British units, were the first to land on Mike and Nan. These sectors were subdivided into Red, White and Green sections (Nan), and Red and White (Mike). The Canadian 3rd Infantry Division's 7th Brigade planned to assault after landing at Courseulles on Mike while the 8th Brigade landed at Bernières on Nan. Armoured support on these beaches came from amphibious tanks of the 2nd Canadian Armoured Brigade and specialised armour of the British 79th Armoured Division.

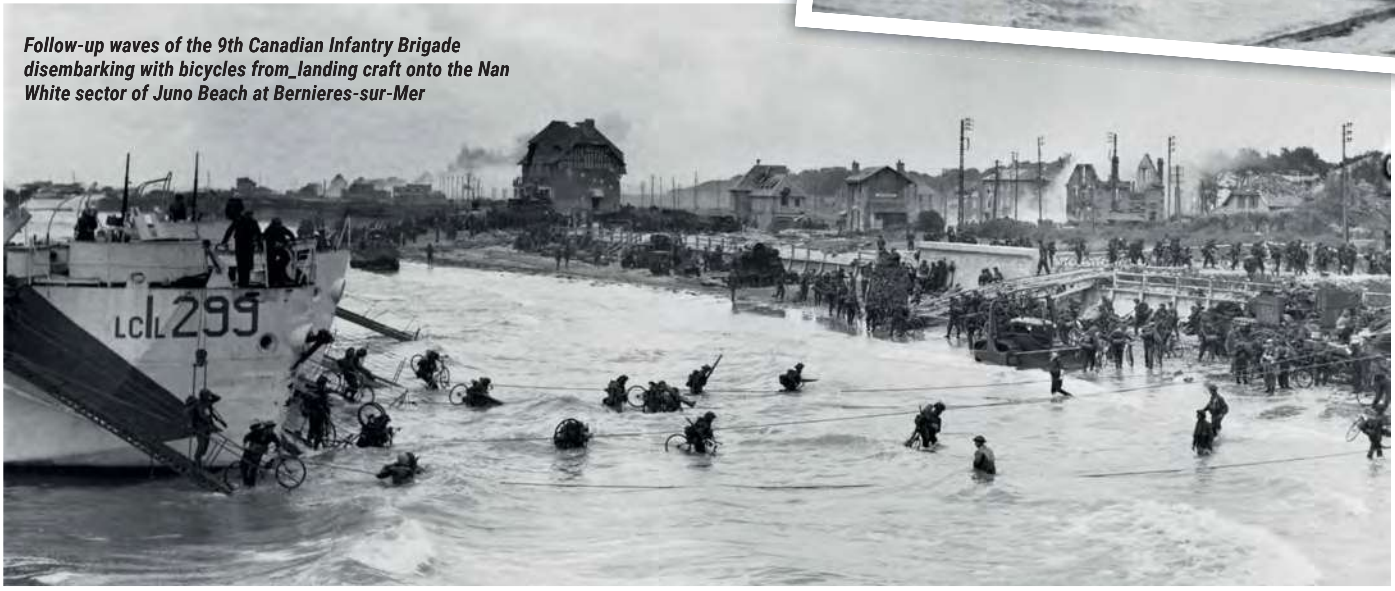
The 7th Brigade comprised the Royal Winnipeg Rifles and Regina Rifle regiments while the 8th Brigade was made up of the Queen's Own Regiment and North Shore Regiment. Part of the 3rd Canadian Infantry Division, under the command of Lieutenant General John Crocker of the 1st British Corps, these units were supported by the British troops of 48 Royal Marine Commando who also landed on Juno, at Saint-Aubin-sur-Mer.

Rough seas slightly delayed ▶

Combined ops unit

INSERT: ***The British 2nd Army: Commandos of Headquarters, 4th Special Service Brigade, making their way from LCI(S)s (Landing Craft Infantry Small) onto "Nan Red" Beach, Juno area, at St. Aubin-sur-Mer, June 6, 1944***





Follow-up waves of the 9th Canadian Infantry Brigade disembarking with bicycles from_landing craft onto the Nan White sector of Juno Beach at Bernieres-sur-Mer

the landings which were then strongly opposed as the initial bombing and shelling hadn't been as effective as hoped. Despite the efforts of frogmen to clear entrances to the beach, some landing craft hit off-shore reefs or mined underwater beach obstacles, while some of the amphibious, duplex drive (DD) tanks were swamped when waves carried water inside their flotation screens. As the first wave landed, units such as the Royal Winnipeg Rifles and The Queen's Own Rifles of Canada suffered heavy casualties.

Those landing before the tanks were initially frustrated by a tall sea wall, but the arrival of the vehicles allowed the German positions to be destroyed and enabled the men of the first waves to press home their attack and facilitate the subsequent landing of reinforcements. Despite this delay, and with coordinated fire support, most of the coastal defences were captured within two hours of the landings. By mid-morning, Bernières was in Canadian hands, followed later by Saint-Aubin. This enabled the next wave of landed troops to deploy: the 9th Canadian Infantry Brigade pushed inland while Royal Marine commandos tried to contact the 3rd British Infantry Division on Sword Beach; and the 7th Canadian Infantry Brigade linked up with the British 50th (Northumbrian) Infantry Division on Gold.

Canadian Army cap badge

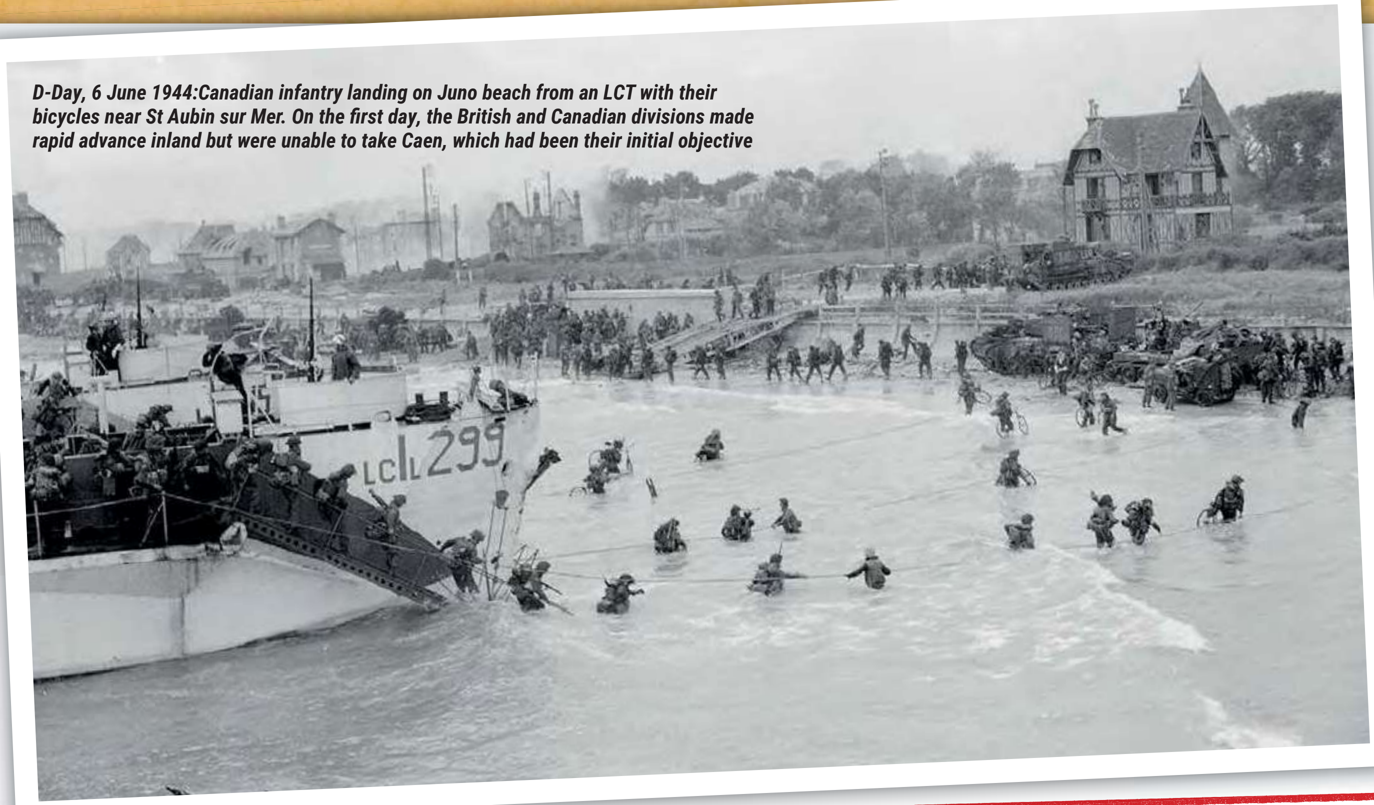
The 3rd Canadian Division's subsequent push towards Carpiquet aerodrome and the Caen-to-Bayeux railway line achieved mixed results. Congestion on the beaches caused delays between the landings and the start of attacks inland. The 7th encountered fierce opposition before linking up with the British 50th (Northumbrian) Division near Creully, while the 8th faced heavy resistance at Tailleville before moving towards Carpiquet in the early evening. The German defenders in Saint-Aubin managed to stop the Royal Marines from establishing contact with the British units on Sword. A corridor between one and two miles wide separated the two beachheads and the German 21st Panzer Division counterattacked into it.

However, by the time Anglo-Canadian operations were stopped at 21:00, the 3rd Canadian Infantry Division had broken through the Atlantic Wall and progressed further inland than any of the Allies. It was success that came at a heavy cost. On the beach, for example, Company B of the Royal Winnipeg Rifles was reduced to just one officer and 25 men as it tried to reach the seawall. Around 14,000 Canadians landed on D-Day, but 359 were killed. A further 574 had been wounded and 47 taken prisoner.

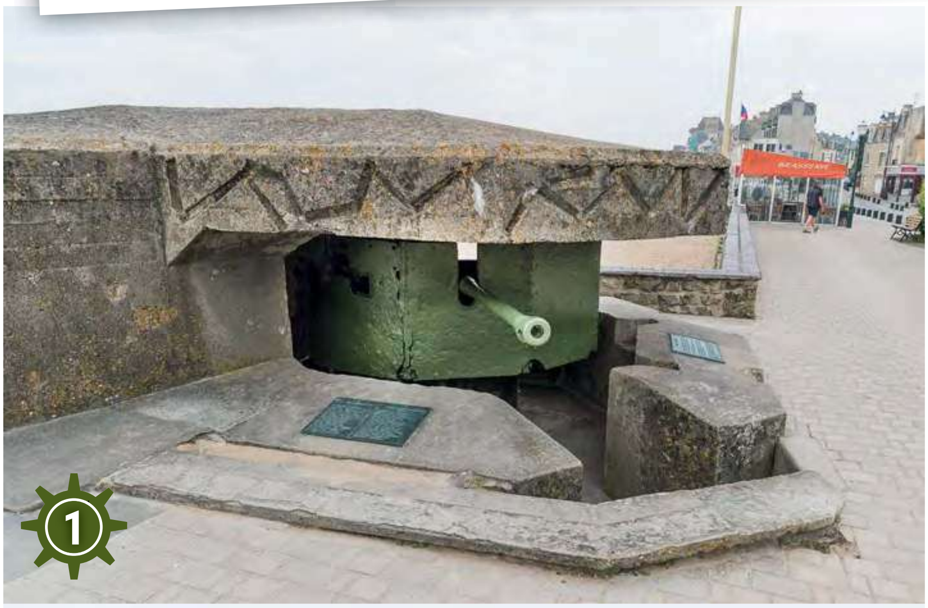
The 6th Canadian Armoured Regiment (1st Hussars) (6 CAR), was part of the 1st Canadian Armoured Brigade and its DD tanks were landed to support the infantry on the western half of Juno. The regiment's C Squadron's 2nd Troop reached the Caen-Bayeux Highway, so was the only Allied unit to achieve its D-Day objective but had to pull back as they were in insufficient numbers to hold it. Overall, on D-Day, the 1st Hussars suffered 21 killed and 17 wounded; A Squadron was left with nine tanks at the end of the day and B Squadron was reduced to just four tanks after fighting in the coastal area. A hard and costly slog lay ahead but the Canadians held positions against German counter-attacks. Carpiquet wasn't captured until July 4 and Caen was finally taken on July 9.

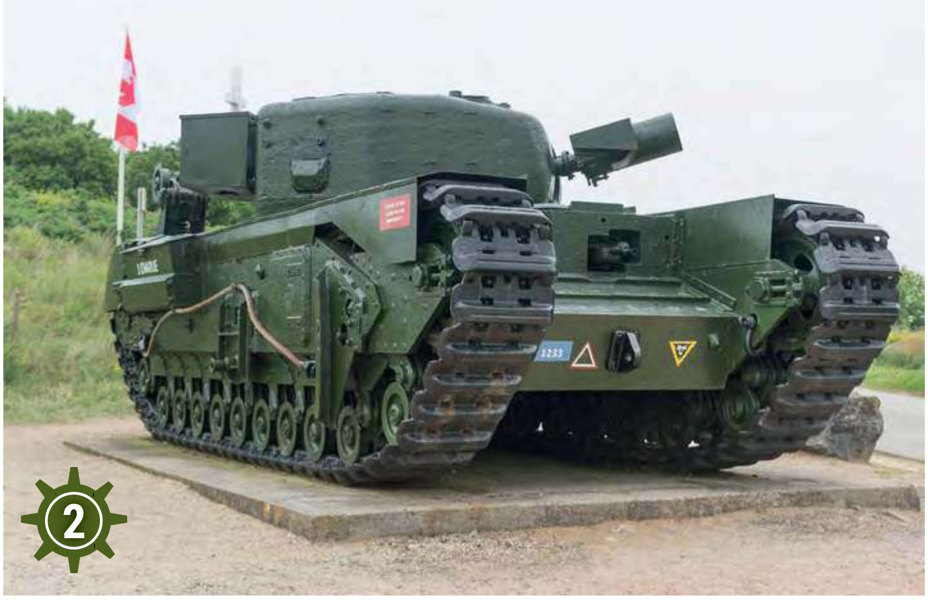
Canadian Shoulder title

The site of Juno beach as it is now. At high tide, the beach disappears almost completely under the water



D-Day, 6 June 1944:Canadian infantry landing on Juno beach from an LCT with their bicycles near St Aubin sur Mer. On the first day, the British and Canadian divisions made rapid advance inland but were unable to take Caen, which had been their initial objective





PLACES TO VISIT

Bernières-sur-Mer

On the D514

The town of Bernières-sur-Mer lies in the district of Caen and in the Calvados region of Normandy. It is one of the oldest towns of the Côte de Nacre and Gallo-Roman traces can be found within the municipality. The town was liberated by The Queen's Own Rifles of Canada on June 6 as part of the leading assault wave of Operation Overlord. Later, Le Régiment de la Chaudière, landed in reserve as part of the 8th Canadian Brigade, 3rd Canadian Division. The remains of the Atlantic Wall are still visible and are a place of remembrance where each year the Canadians are honoured.

La Maison des Canadiens, believed to be the first house liberated after costly fighting, can be seen at 34 Promenade des Français, 14990 Bernières-sur-Mer.

Churchill Mk IV AVRE tank memorial

Voie des Français Libres, 14470
Courseulles-sur-Mer

This Churchill Mk IV AVRE (Armoured Vehicle Royal Engineers) tank is easy to miss as it is not on the D514 coast road but up a short side road that leads to the beach. This piece of history guards the major exit off Juno Beach. The dedication plaque reads: "This tank landed on Graye-sur-Mer beach at H-Hour on D-Day and was stopped on its way inland 100 metres south of this spot. The members of its crew were killed or badly wounded. It remains as a memorial to all who gave their lives here."

A memorial to the 16,000 men of the 1st Armoured Polish Division who landed here with their 400 tanks at the end of July 1944 is also nearby.

Courseulles-sur-Mer

Courseulles-sur-Mer is now a resort town and marina on the right bank of the River Seulles. Near Courseulles are the three châteaux of Creully, Fontaine-Henry and Brécy, and the abbey of Saint Gabriel. All are popular attractions. On D-Day, Courseulles was on the section of the coast known as Juno Beach, the landing area assigned to Canadian troops, who suffered severe losses while attacking German positions in the town. The Royal Winnipeg Rifles Monument stands on the coast here in memory of the events of ’44.

Just outside Courseulles is the Canadian war cemetery at Bény-sur-Mer, which contains more than 2,000 graves – mostly Canadians killed during the early stages of the Battle of Normandy.

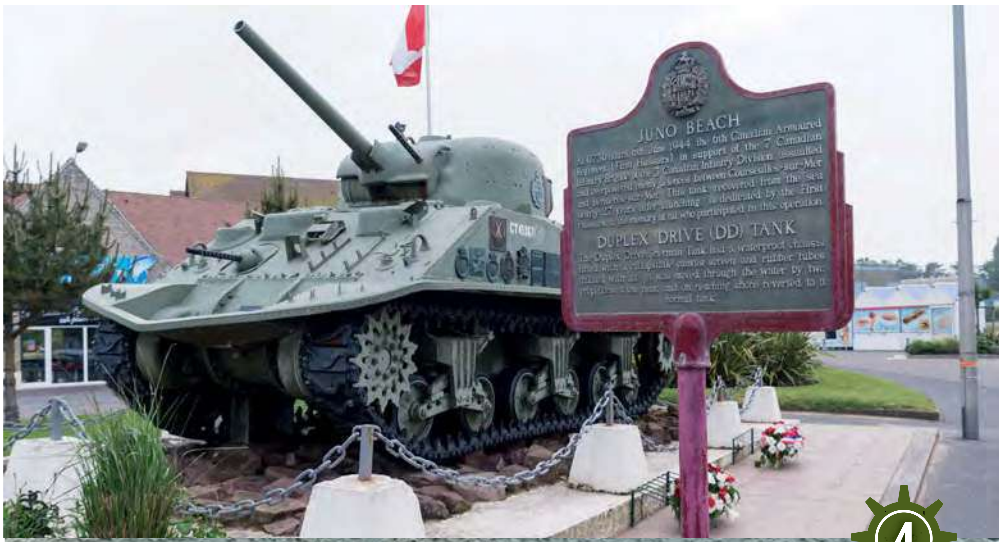
Juno Beach Canadian Memorial

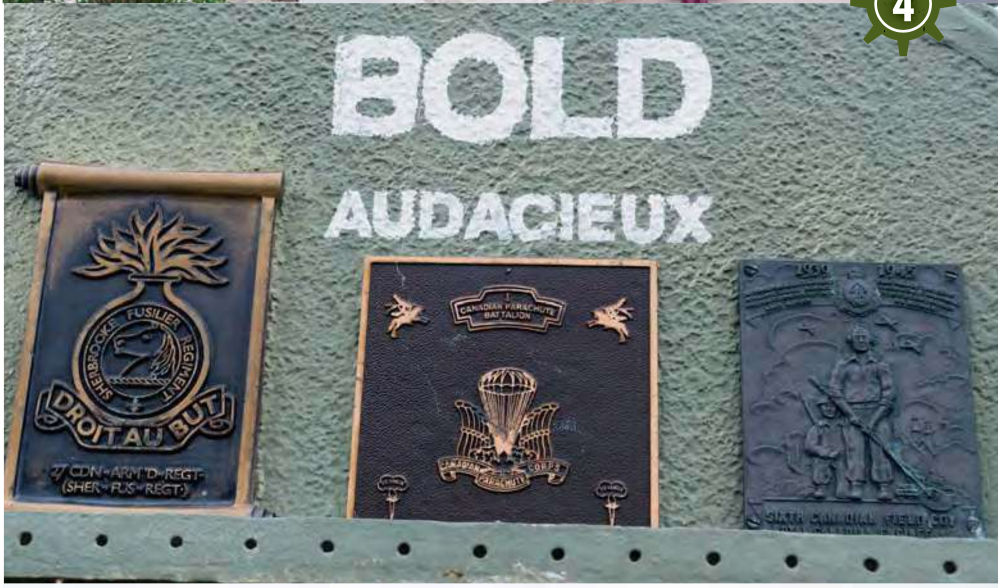
40 Place du 6 Juin, 14990 Bernières-sur-Mer

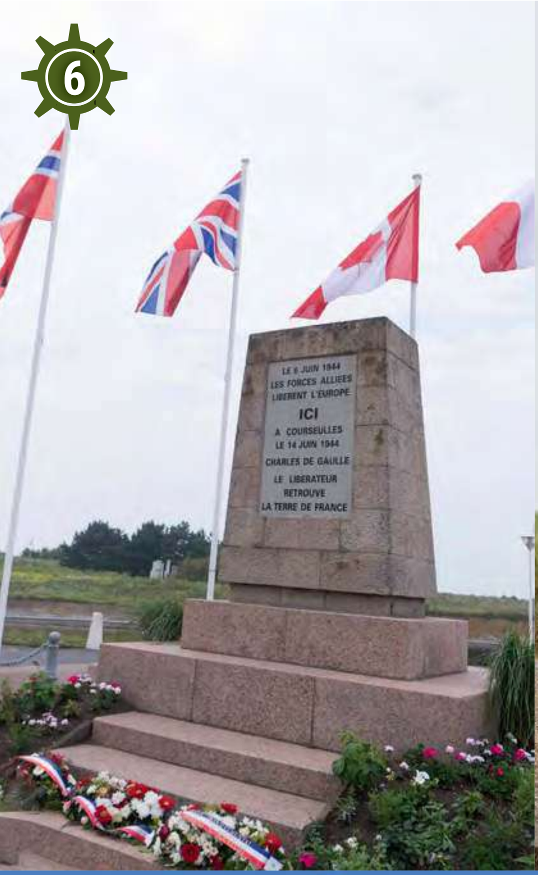
This M4A4 DD/Sherman V DD was found more than 20 years after the war when it snagged fishermen’s nets three miles off the Normandy coast. In 1971, it was recovered by M Jean Demota, who held the salvage rights to that part of the shore. His company brought it to the beach and Canadian engineers, with a recovery vehicle, towed it off the beach, freeing the tracks in the process. Much of the money for the project was raised by Leo Gariepy, an ex-sergeant who had commanded the first DD to land at Courseulles on D-Day and who settled in France after the war. The vehicle was treated for rust then dedicated as a memorial to its crew and its Canadian unit. It is now on display in Place 6 Juin, Courseulles-sur-Mer in Calvados.

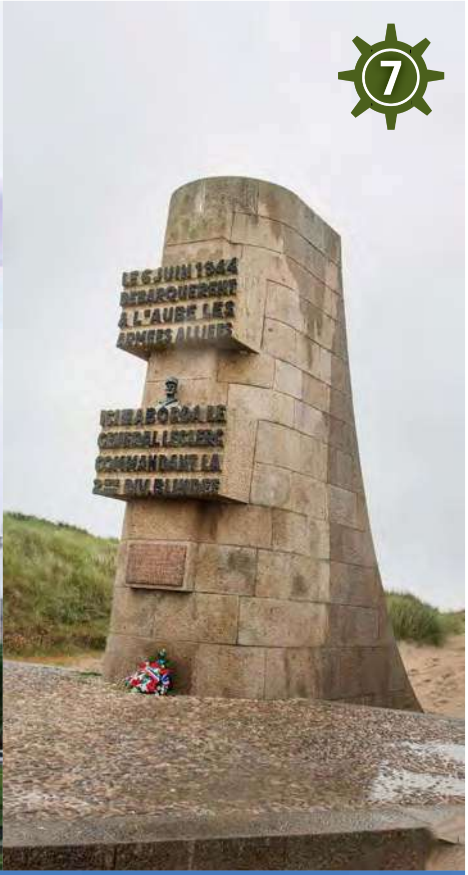
The adjacent sign reads: “JUNO BEACH. At 0730 hours 6th June 1944, the 6th Canadian Armoured Regiment (First Hussars) in support of the 7 Canadian Infantry Brigade of the 3 Canadian Infantry Division, assaulted and overpowered enemy defences between Courseulles-sur-Mer and Bernieres-sur-Mer. This tank, recovered from the sea nearly 27 years after launching, is dedicated by the First Hussars, to the memory of all who participated in this operation.” The Sherman has a plaque fixed to the side of the hull that remembers Leo Gariepy (1912-1972).

This Duplex Drive Sherman in the centre of town is adorned with Canadian regimental plaques. It is one of the area’s numerous Canadian memorials because Bernières-sur-Mer, was one of the five Canadian landing sites. On D-Day, it was located to the eastern end of Canada’s assigned landing sector of Juno Beach. The 8th Canadian Infantry (Assault) Brigade Group stormed the beach, landing The Queen’s Own Rifles of Canada, the 10th Armoured Regiment (The Fort Garry Horse), and the guns of the 14th Canadian Field Regiment, RCA, to engage the German troops who occupied the town. Canadian casualties were heavy because of resistance from the German 716th Division.






6
LE 6 JUIN 1944
LES FORCES ALLIEES
LIBERENT L'EUROPE
ICI
A COURSEULLES
LE 14 JUIN 1944
CHARLES DE GAULLE
LE LIBERATEUR
RETROUVE
LA TERRE DE FRANCE


7
LE 6 JUIN 1944
DEBARQUERENT
A L'AUBE LES
ARMEES ALLIEES
ICI ABORDA LE
GENERAL LECLERC
COMMANDANT LA
2EME DIV BLINDEE

Juno Beach Centre, Courseulles-sur-Mer

5

Voie des Français Libres, 14470 Courseulles-sur-Mer

The Juno Beach Centre is Canada's World War Two museum and cultural centre in Normandy. The Centre remembers the 45,000 Canadians who lost their lives during the war, of which 5,500 were killed during the Battle of Normandy and 359 on D-Day. It was opened in 2003, by veterans and volunteers, with a vision of creating a permanent memorial to all Canadians who served. The Centre's mission is to preserve this legacy for future generations through education and remembrance. www.junobeach.org

Monument General de Gaulle

6

Promenade de Dartmouth, Courseulles-sur-Mer

On June 14, 1944, General de Gaulle, leader of the French government in exile, came ashore here.

Charles De Gaulle Liberation Memorial

7

Avenue de la Combattante, 14470 Courseulles-sur-Mer, Calvados

On June 14, 1944, General Charles De Gaulle, Leader of the Free French, landed at Courseulles-sur-Mer in the torpedo boat La Combattante and headed for Bayeux where he gave a speech.

Queen's Own Rifles of Canada Memorial

8

220 Promenade des Français, 14990 Bernières-sur-Mer

A memorial to the Queen's Own Rifles who landed on this beach on June 6, the memorial is a plaque located on a defensive German 'Tobruk', facing the beach. www.qor.com

22nd Dragoons Memorial

9

Promenade des Français, 14990 Bernieres sur Mer

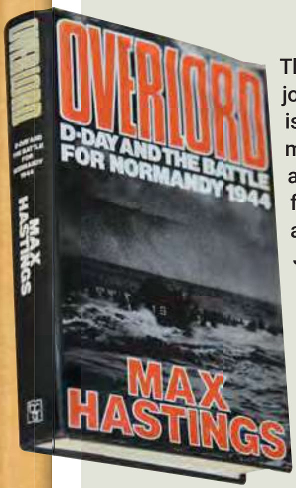
On December 1, 1940, the 22nd Dragoons regiment was restored to the Army List formed from cadres taken from the 4th/7th Royal Dragoon Guards and 5th Royal Inniskilling Dragoon Guards. The regiment was assigned to the 30th Armoured Brigade of 79th Armoured Division in 1943. The three regiments of the 30th Armoured Brigade were equipped with Sherman Crab flail tanks – M4 Shermans modified with the attachment of a jib, covered in chains on the front. These were used for clearing minefields by exploding the mines with flail chains. Tank units so equipped were generally divided into troop-sized formations in support of organised set piece attacks. As a result, the regiment's B squadron landed on Juno Beach. Later the same day, two troops of C Squadron were also landed on Juno, where they remained for several days on beach clearance duties.

FURTHER READING

COLLECTABLE

Overlord D-Day and the Battle for Normandy 1944

Author: *Max Hastings*
Publisher: *Michael Joseph*
Year: *1984*
ISBN: *9780718123260*
Language: *English*
Binding: *Hardback*
Pages: *370*
Size: *168 x 240mm (61/2 x 91/2in)*
Price: *From £2 (this edition)*
www.abebooks.co.uk



The noted British journalist Max Hastings is a prolific author of military history books and possibly best known for his 1983 book, co-authored with Simon Jenkins, about the Falklands War. Another of this scholarly writer's books followed a year later in time for the 40th anniversary of D-Day. Overlord: D-Day and the Battle for Normandy is a well-regarded book widely praised for its meticulous research into the landings and the Normandy campaign. It has received glowing reviews in influential newspapers such as the New York Times and the Financial Times as well publications such as Kirkus Reviews. Much of the praise was because it did not shy away from considering and debunking some of the myths of the landings. Consequently, the book that many considered 'the most important modern book about the Normandy campaign' is controversial.

On its initial publication in 1984, it was acclaimed as a ground-breaking account of the D-Day invasion and subsequent struggle, but Hastings was fiercely attacked by some veterans for asserting that the German army performed better, man for man, than the American or British armies. Today this has become a widely accepted orthodoxy, amply demonstrated by the statistics. I can see the validity of the numbers but can more easily understand those veterans' outrage.

It doesn't matter whether allied units of conscripted plumbers and bakers weren't the fighting professionals of the SS or weren't as capable. That is an issue for generals and politicians. What matters to veterans, and it comes up repeatedly in conversation, is those that lived remember their mates who didn't, so it was inevitable that anything perceived as disloyal to those ordinary blokes from York and New York would attract their ire.

I have this book which is now available in numerous editions, but it's not my favourite by any means because of my own sense of loyalty to the ordinary blokes – class and kin – who fought and died there.

Maintenance Manual MB-C1 for Canadian Military Pattern Vehicles

Author: *n/a*
Publisher: *General Motors Products of Canada Ltd*
Year: *1940*
ISBN: *n/a*
Language: *English*
Binding: *Softback*
Pages: *250*
Size: *220 x 280mm (81/2 x 11in)*
Price: *£26 (reprint)*
www.paperprint.be

MB-C1
MAINTENANCE MANUAL
CANADIAN MILITARY PATTERN VEHICLES
15 CWT. 4 X 2
15 CWT. 4 X 4
30 CWT. 4 X 4
3 TON 4 X 4
HEAVY UTILITY 4 X 4
FIELD ARTILLERY TRACTOR 4 X 4
General Motors Products of Canada, Limited

There's a good chance that many readers of this publication grew up with the humble Haynes workshop manual. The British Haynes manuals are named after John Harold Haynes. In 1956, when he was at school, he wrote and published a book on building a 'special' based on the Austin 7, and wrote two further books while performing national service in the Royal Air Force. Haynes & Company Ltd was founded in 1960 and its first workshop manual was published in 1965. In other countries – such as the USA – the likes of Clymer and Chilton manuals offered the same information to DIY mechanics. Clymer repair manuals were named after their creator Floyd Clymer, a motorcycle racer, dealer, author, magazine publisher and racing promoter who briefly owned Indian Motorcycles. The manuals were written specifically for the do-it-yourselfer as well as the professional and experienced mechanic. The Chilton company had been acquired by United Publishers in 1923 and moved to New York City. In 1955, its magazines and staff relocated to Philadelphia and, in 1968 Chilton moved again to Pennsylvania. Through the post-war years its workshop manual range was expanded.

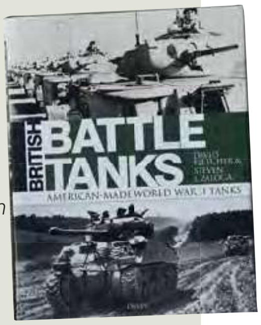
In a changing world, after Nichols Publishing bought the Chilton consumer automotive group assets and brand in 2001, it sold the do-it-yourself automotive print manuals to Haynes. Then, in 2013, Haynes acquired Clymer repair manuals from Penton Media and, faced with a shift away from DIY car maintenance, has gone on to publish manuals for transport icons including the Tiger Tank and the military Willys MB Jeep.

Conversely, Original Equipment Manufacturer (OEM) manuals are often intended for use in professional workshops. This is because they cover processes that may require special tools and machinery to carry out tasks that may be beyond a DIY mechanic. Such manuals are generally produced when the vehicle is a current model so offer an insight into what was state-of-the-art when they were new. This is particularly true of vehicles from the middle third of the 20th century such as the manual pictured here. The Maintenance Manual MB-C1 for Canadian Military Pattern Vehicles covers the C-15, C-15A, C-30, C-60S, C-60L, C-GT and C-8A – those used by Canadian and some British units in the Normandy campaign. Published by General Motors Products of Canada Ltd of Oshawa, Ontario, it includes information about lubrication and servicing, repairs and overhauls and sections on cross-country driving. This original copy is dog-eared and well-thumbed and, as a car boot sale find, I wonder if it spent years on a shelf of a garage that ran one as a breakdown truck. Reprints of this manual are available online for 30 Euros.

CURRENT

British Battle Tanks

American-made World War II Tanks
Author: *David Fletcher and Steven J Zaloga*
Publisher: *Osprey*
Year: *2018*
ISBN: *9781472820068*
Language: *English*
Binding: *Hard back*
Pages: *260*
Size: *195 x 250mm (7.3/4 x 9.3/4in)*
Price: *£25*
https:*ospreypublishing.com*


BRITISH
BATTLE TANKS
DAVID FLETCHER & STEVEN J ZALOGA
AMERICAN-MADE WORLD WAR II TANKS

At first, the idea of British soldiers using American tanks was viewed with some scepticism by the British Army. It perceived the new, mass-produced American tanks as being crudely made, mechanically unsophisticated and impossible to fight in. Nonetheless, when British crews got used to them and learned to cope with some of their design constraints, such as limited fuel capacity, they started to see them in a far more positive light. Their reliability and simplicity of maintenance in difficult conditions endeared them to their crews.

This book, the third and final part of a three-part series on British Battle Tanks, concentrates on combat during World War Two. It examines American examples in British service, including those modified into machines such as flail and crab tanks for specialist tasks.

An interesting chapter that is particularly relevant to the amphibious landings in Normandy deals with the amphibious Duplex Drive versions of the Sherman and how these were deployed from landing ships.

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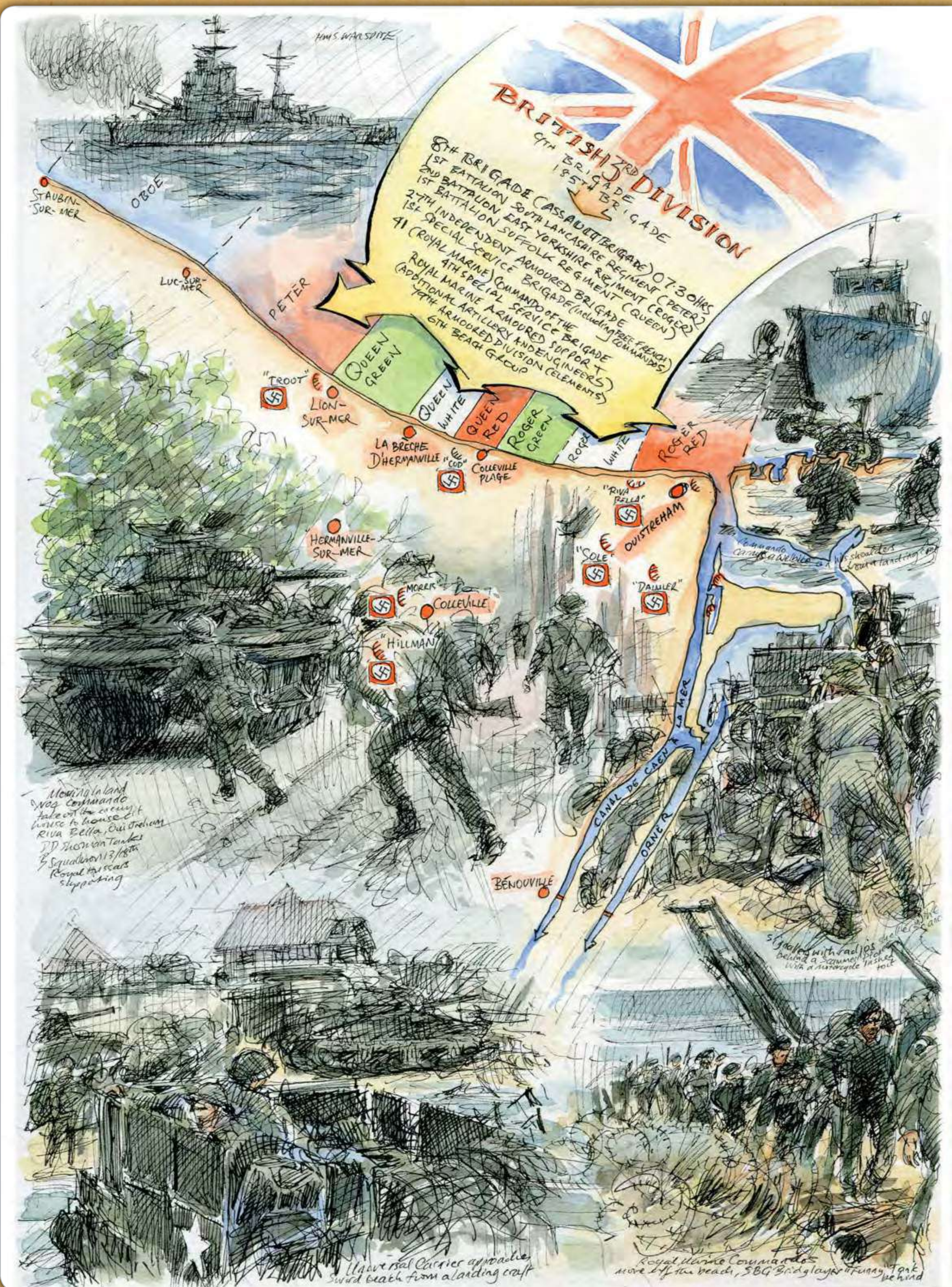

HMS WARSPITE
BRITISH 3RD DIVISION
9TH BRIGADE
185TH BRIGADE
8TH BRIGADE (ASSAULT BRIGADE) 07:30HRS
1ST BATTALION SOUTH LANCASHIRE REGIMENT (PETER)
2ND BATTALION EAST YORKSHIRE REGIMENT (ROGER)
1ST BATTALION SUFFOLK REGIMENT (QUEEN)
27TH INDEPENDENT ARMOURED BRIGADE
1ST SPECIAL SERVICE BRIGADE (including FREE FRENCH COMMANDOS)
41 (ROYAL MARINE) COMMANDO OF THE
4TH SPECIAL SERVICE BRIGADE
ROYAL MARINE ARMOURED SUPPORT
(ADDITIONAL ARTILLERY AND ENGINEERS)
79TH ARMOURED DIVISION (ELEMENTS)
6TH BEACH GROUP
ST AUBIN-SUR-MER
OBOE
LUC-SUR-MER
PETER
QUEEN GREEN
QUEEN WHITE
QUEEN RED
ROGER GREEN
ROGER WHITE
ROGER RED
"TROOT"
LION-SUR-MER
LA BRECHE D'HERMANVILLE
"COD"
COLLEVILLE PLAGE
"RIVA BELLA"
OUISTREHAM
HERMANVILLE-SUR-MER
"SOLE"
"DAIMLER"
"MORRIS"
COLLEVILLE
"HILLMAN"
CANAL DE CAEN À LA MER
ORNE R
BÉNOUVILLE
Commando carrying a bicycle on his shoulders down landing craft
Moving inland 4 Commando take on the enemy house to house at Riva Bella, Ouistreham. DD Sherman Tanks B Squadron 13/18th Royal Hussars supporting
Signallers with radios shelter in the sand behind a Scammell Pioneer lashed with a motorcycle [illegible]
Universal Carrier approaches Sword beach from a landing craft
Royal Marine Commandos move off the beach, SBG Bridgelayer "Funny" Tank behind

CODENAME Sword

The British 3rd Infantry Division was given the task of landing and seizing the main British objective on D-Day, namely Caen, the historic Norman city approximately ten miles inland. The 3rd Canadian Infantry division, on its western flank, was to secure the airfield at Carpiquet while the 1st Special Service Brigade troops were to relieve the airborne soldiers who had captured the bascule bridge over the Caen Canal at Bénouville

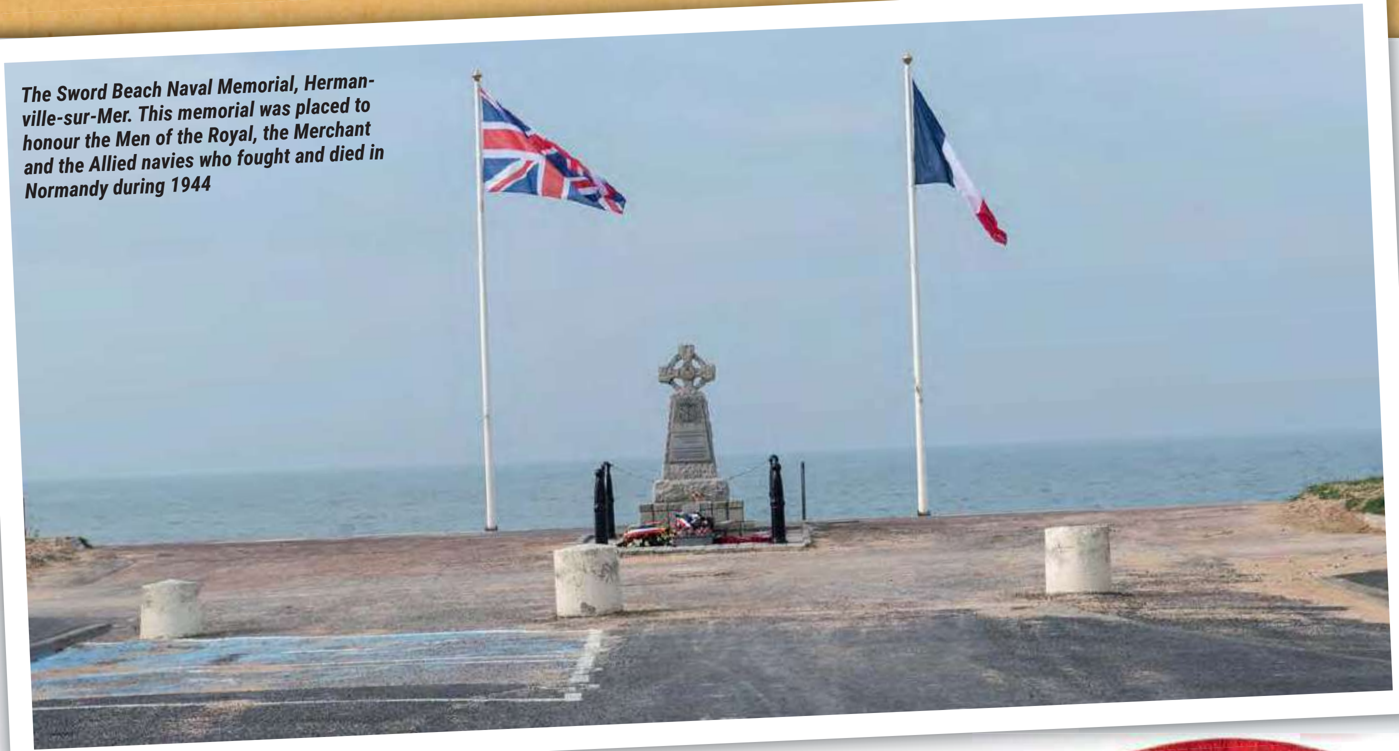
Location

Sword is the eastern-most beach of the five chosen for the D-Day landings. It stretches along five miles of the Normandy coast from Lion-sur-Mer in the west to the ferry port of Ouistreham in the east. Like some of the other landing beaches it is accessed from the D514, here known as Avenue Général Leclerc, and is around 500m from the ferry terminal.

In the months before D-Day the solution word 'sword' was the third D-Day beach codename to appear in Daily Telegraph crosswords. However, as these were common words in crosswords, it was treated as a series of coincidences despite raising eyebrows in security circles.

Sword was the objective for units of the British 3rd Divisions and was divided, by Allied planners, into four sectors, from west to east: Oboe, Peter, Queen, and Roger. Of these, Queen sector, between Lion-sur-Mer and La Brèche d'Hermanville, was chosen as the landing beach and the two-mile stretch was subdivided into White and Red areas. Reefs adjacent to the other sectors were considered a hazard to landing craft, although the 1st Battalion, South Lancashire Regiment were to assault Peter sector on the right, while the 2nd Battalion, East Yorkshire Regiment were assigned to the Roger sector on ▶

RIGHT: **Special Service Brigade Commandos about to disembark on Sword. The 1st Special Service Brigade would reach the bridges on the River Orne and the Caen Canal, and link up with paratroops of the 6th Airborne Division. The Special Service Brigade moved out to secure Lion-sur-Mer and effect a link up with Canadian forces at Juno Beach** BELOW: **1944 photo of the wreckage left on Sword Beach following the D-Day landings in Normandy, the P-47 Thunderbolt was shot down on June 10, while on a mission to Cherbourg**



The Sword Beach Naval Memorial, Hermanville-sur-Mer. This memorial was placed to honour the Men of the Royal, the Merchant and the Allied navies who fought and died in Normandy during 1944

SOUTH LANCASHIRE

the left. In between, the 1st Battalion, Suffolk Regiment were on Queen sector.

Attached to the 3rd Infantry Division for the assault were the 27th Independent Armoured Brigade, the 1st Special Service Brigade, including Free French Commandos, 41 (Royal Marine) Commando of the 4th Special Service Brigade, Royal Marine armoured support, additional artillery and engineers, and elements of the 79th Armoured Division. The 6th Beach Group was deployed to assist the troops and landing craft on Sword.

The landings on Sword were the latest of D-Day due to tide times but were under way by 07:30. The two infantry battalions, supported by DD tanks, led the assault and were followed ashore by the commando units heading for their separate tasks. The area immediately behind the seawall at Sword had few buildings but had been fortified by the Germans with beach obstacles and defensive emplacements in the sand dunes, and anti-tank ditches. Mines and concrete walls blocked access to roads and coastal towns. These defences were supported by 75mm guns southeast of Merville, five miles east across the Orne River estuary. The defences were manned by the German 711th and 716th Infantry Divisions and units of the 21st Panzer Division.

British troops and naval beach parties on Sword Beach on D-Day LEFT: ***South Lancashire Regt***

COLLECTABLE

The saying 'an army marches on its stomach', which attests to the importance of forces being well-provisioned, has been widely attributed to Napoleon. It's also no secret that Tommy Atkins was partial to a cup of char and these things were dealt with by the British Army mess kit. It has been suggested that the British D-shaped mess kit possibly holds the record for the longest service record from its first appearance in 1813 as the 1810 model. This was semi-circular in plan view and was made of tin-plated iron. Its tray had no handle but nested inside the pan or lower section. During World War One, the British Army used a metal, two-piece mess tin, the 1874 model made of tinplated steel and had a D plan view with rounded corners. The tray or cup piece had a folding handle that opened to the side. The tray also functioned as a deep lid for the pan. This change from the earlier 1854 model allowed the use of the narrow and tighter curved side of the cup rim for drinking. It also permitted the tray to briefly be held over a fire. It underwent few basic changes until the advent of the British Army's 1937 Pattern individual field gear.

The '37 Pattern mess tin was of a completely new design, consisting of two rectangular containers, one slightly larger than the other to allow the smaller tin to nest inside. Both had long, folding handles and were simple, compact, and versatile. The '37 pattern mess tin stayed in use long after World War Two. It was initially made of aluminium but with the start of the war, '37 pattern mess tins were for a time replaced with tinned steel versions until aluminium production could be resumed. In parallel, an enamelled tin mug was used for drinking hot tea. Tea has been such a staple of service life that action had to be taken to make tea breaks safer as, during World War Two, it was reported that 37% of tank crew casualties were attributable to soldiers leaving the cover of their vehicle to brew up on an improvised petrol cooker, known as the Benghazi burner. The importance of the Benghazi burner in the desert campaign and the drinking of tea throughout all theatres of the war was immense. It is reported that, on some occasions, a battalion would use as much as 100 gallons of fuel per day in making tea. Wherever possible, Tommy had the proper loose leaf to hand but when supplies were interrupted, soluble tea, in the form of tea blocks, was carried. It is not stretching the truth to suggest that morale was directly intertwined with the supply of brews or otherwise and that tea and rations were crucial in winning the war.

The allied landings on Sword were achieved with few casualties but the early progress off from the beach was soon slowed down by resistance from the defended areas behind the beachhead. This was followed by the sole armoured counter-attack of D-Day. Rommel had long believed that if the invasion was not defeated within the first 48 hours of the initial landings, it would only be a matter of time before the war was lost. The complicated German command structure and the confusion caused by limited communications in the hours after the landings meant that only a few armoured forces were immediately available. These were 115 Panzer IVs of the 21st Panzer Division located in a series of staging areas south of Caen. This confusion, as well as allied air strikes slowed the counter-attack against the invasion force while it was still disorganised and getting caught up in its own traffic congestion on the beaches. The British 3rd Infantry Division and 27th Armoured Brigade used the Germans' delay to good effect by establishing defensive concentrations along the anticipated route of the attacking Panzers. Both sides considered Caen as strategically important; all the major roads in the area went through the city, making it key for transportation and troop movement.

By the end of D-Day, the British had landed 29,000 men but suffered 630 casualties. It is estimated that German casualties were more numerous, and many had been taken prisoner. However, the objectives of Caen and Carpiquet aerodrome had not been achieved and the Germans' stubborn hold on Caen would become a thorn in the Allies' side. There had been successes though - the Commando units that landed at Sword had arrived at Bénouville and the Orne bridges by 13:00, despite resistance in Ouistreham. They were armed with a single company of tanks and another was coming up the road to support the British airborne troops who had landed at the bridges earlier. Holding the bridge – later renamed Pegasus Bridge – against the odds was helped by the German counter-attack redirecting from these bridges to the beachhead. This gave the airborne troops time to consolidate and call in naval gunfire in support.

PLACES TO VISIT

A27L Cruiser MK VIII Centaur IV CS (Close Support) tank

1

Avenue Madame Coty, Hermanville-sur-Mer

This tank was originally a Cromwell Dozer with a bulldozer blade and was restored with a Cavalier turret recovered from the Otternburn ranges, by the Imperial War Museum at Duxford. Some of the fittings of Cromwell Dozer tanks can still be seen on the hull. It is marked and restored to appear as a Centaur close support tank of the Royal Marines Armoured Support Group.

The seaside resort of Hermanville-sur-Mer was part of the Queen sector of Sword Beach. Special tanks were landed to clear minefields and concrete obstructions to help the attacking infantry. The 1st Battalion of the South Lancashire Regiment and men of the 2nd and 5th Battalions of the East Yorkshire Regiment liberated Hermanville-sur-Mer while the Suffolk Regiment liberated the nearby town of Colleville-sur-Orne (renamed Colleville-Montgomery in 1946).

Churchill AVRE Mk IV tank memorial

2

D514 roundabout, Lion-sur-Mer, Normandy

This Churchill variant, the Mk IV AVRE (Armoured Vehicle Royal Engineers), has a Petard 290mm Spigot Mortar designed to blow up concrete. They were landed on nearby Sword Beach to get close to machine gun nests in concrete fortifications or fortified houses and destroy them. This tank stands next to the memorial for 41 Royal Marine Commando, part of the 4th Special Service Brigade that landed in Normandy on June 6, and then took part in the capture of Douvres Radar Station on June 17.

Piper Bill Millin Statue

3

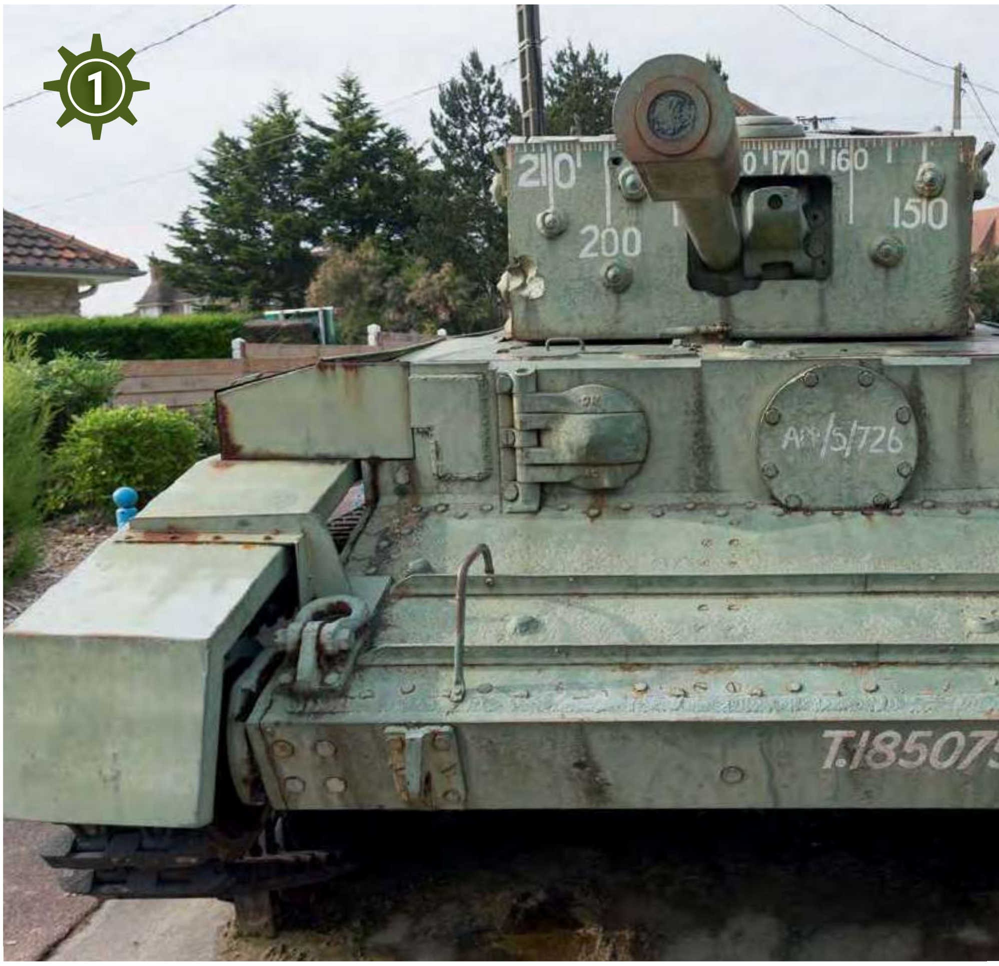
14880 Colleville-Montgomery, France

A statue that remembers the famous bagpiper, Bill Millin (1922-2010), who piped Lord Lovat's Commandos ashore and to their rendezvous with the airborne units at Pegasus bridge. With the help of son, John Millin, and the Dawlish Royal British Legion, this life-size bronze statue of Millin was unveiled on June 8, 2013 at Colleville-Montgomery, near Sword.

Musée du N°4 Commando Franco-Britannique

Place Alfred Thomas, 14150 Ouistreham

This museum is dedicated to the memory of the British and French Commandos who landed at Sword Beach and linked up with the British airborne at Pegasus Bridge. It is open from March to October annually. www.musee-4commando.fr



3
Piper Bill Millin

Le Grand Bunker Musée du Mur de L'Atlantique

Avenue du 6 Juin, 14150 Ouistreham

The blockhouse of the former command and control post of the Atlantic Wall transformed into a museum. It has been renovated on six levels and now each room of the Grand Bunker is seen full of activity as it was on the eve of D-Day. Each level shows how daily life was organised in the Big Bunker. http://museegrandbunker.com

FURTHER READING

COLLECTABLE

Swiftly They Struck – The Story of No.4 Commando

Author: *Murdoch C McDougal*
Publisher: *Grafton (this edition)*
Year: *1988 (this edition)*
ISBN: *0-586-20084-3*
Language: *English*
Binding: *Soft back*
Pages: *240*
Size: *110 x 177mm (41/4 x 7in)*
Price: *£2.50*
www.abebooks.co.uk

During the ill-fated allied raid on Dieppe in 1942 a Commando on the beach reportedly said to an officer: "Jesus Christ Sir. This is worse than Achnacarry." Achnacarry in Lochaber, is famously the Scottish estate where volunteers learned a new form of warfare and became Commandos. The training was tough as were the raids on Vaagso, Lofoten, Sicily and Termoli but all inevitably led to D-Day.
In the late 1940s and '50s there were dozens of military memoirs published. As is the nature of the publishing industry, numerous editions followed. As a result, a browse around a second-hand bookshop is rarely wasted. This book is a good example; it's a late-'80s paperback that tells the story of No4 Commando. Its author was formerly Lieutenant Murdoch C McDougall of No4 Commando, the Section officer of 'F' troop and later 3 troop who retired from service with the rank of Captain.
This bargain cost just £1.50 in the 1980s. It was originally published in 1954 by Odhams Press Ltd and there were subsequent editions such as Arms and Armour Press' editions of 1954 and 1986, while a US edition was published by Sterling Press during the 1980s. The book contains a foreword by Lord Lovat, a brigadier who became the commander of the newly formed 1st Special Service Brigade in 1944 and includes the comment that "the men of No4 Commando were beyond all praise". Lovat's brigade was landed at Sword on June 6, 1944. Famously, Lovat instructed his personal piper, Bill Millin, to pipe the Commandos ashore, in defiance of specific orders. When Millin questioned this, citing the regulations, he recalled that 'Lord Lovat replied: "Ah, but that's the English War Office. You and I are both Scottish, and that doesn't apply." '
The 1st Special Service Brigade, accompanied by Lovat, pressed on from Sword to the bridge that would become known as Pegasus Bridge at Bénouville. It had been captured by men of the 2nd Battalion the Oxford and Buckinghamshire Light Infantry (6th Airborne Division) who had landed in the early hours by glider.

Storm from the Sea

Author: *Brigadier Peter Young, DSO, MC and two bars*
Publisher: *Corgi (this edition)*
Year: *1974 (this edition)*
ISBN: *0-552-09423-4*

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BRIGADIER DURNFORD-SLATER D.S.O.
STORM FROM THE SEA
Brigadier Peter Young D.S.O. M.C. and Two Bars
CORGI

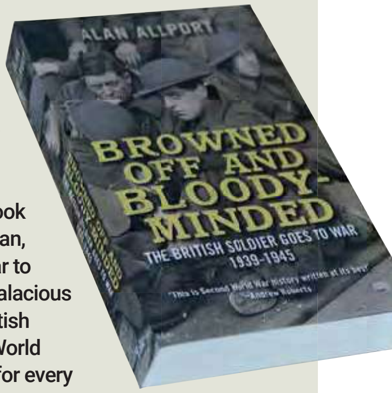
Language: *English*
Binding: *Soft back*
Pages: *260*
Size: *112 x 177mm (41/4 x 7in)*
Price: *£2.50*
www.abebooks.co.uk

This classic book is a vivid account of fighting with the Commandos. The author, Peter Young, joined 3 Commando, in June 1940 and went into action with them in July of that year. He relates a tale of adventure and heroism in this valuable narrative of the Commandos at war. It describes key raids against targets in occupied Europe including the amphibious operation in The Lofoten islands in Norway and a further raid against Vaagso. After Dieppe, Young's men fought during the invasion of Sicily and in operations in Italy until being recalled for D-Day. Fighting in Normandy followed, and the author recalls the operations that typified the liberation of France for the 1st Special Service Brigade to which 3 Commando was attached. The Special Service Brigade, consisting of Nos 3, 4 and 6 Army Commandos and No 45 (Royal Marine) Commando, landed on the extreme flank of the Allied Forces on Queen beach (Sword) and cut inland to join forces with two brigades dropped by glider and parachute.
The book's author, Brigadier Peter Young, DSO, MC and two bars (1915-1988) was a British Army officer who, during the Second World War, served with distinction with the British Commandos. Subsequently, he went on to command a regiment of the Arab Legion before leaving the Army to become a lecturer at the Royal Military Academy Sandhurst. He became a prolific military author and, in 1968, following the publication of a book about the Battle of Edgehill, he founded The Sealed Knot. Dedicated to the English Civil War, it is a registered educational charity and is now the oldest re-enactment society in the UK and the biggest in Europe. This book was originally published by William Kimber & Co in 1958 when Young was still in the army, and much more recently in 2002, by Greenhill Books. It is a frequently reprinted, memoir of World War Two.
There are similarities between this book and one by Brigadier Durnford-Slater DSO & Bar entitled Commando (Kimber & Co, 1953), not merely because the two were in the same unit, but because, as Slater acknowledges, he relied in part upon Young's diaries of the war. Durnford-Slater's book is also available cheaply through on-line book sellers.

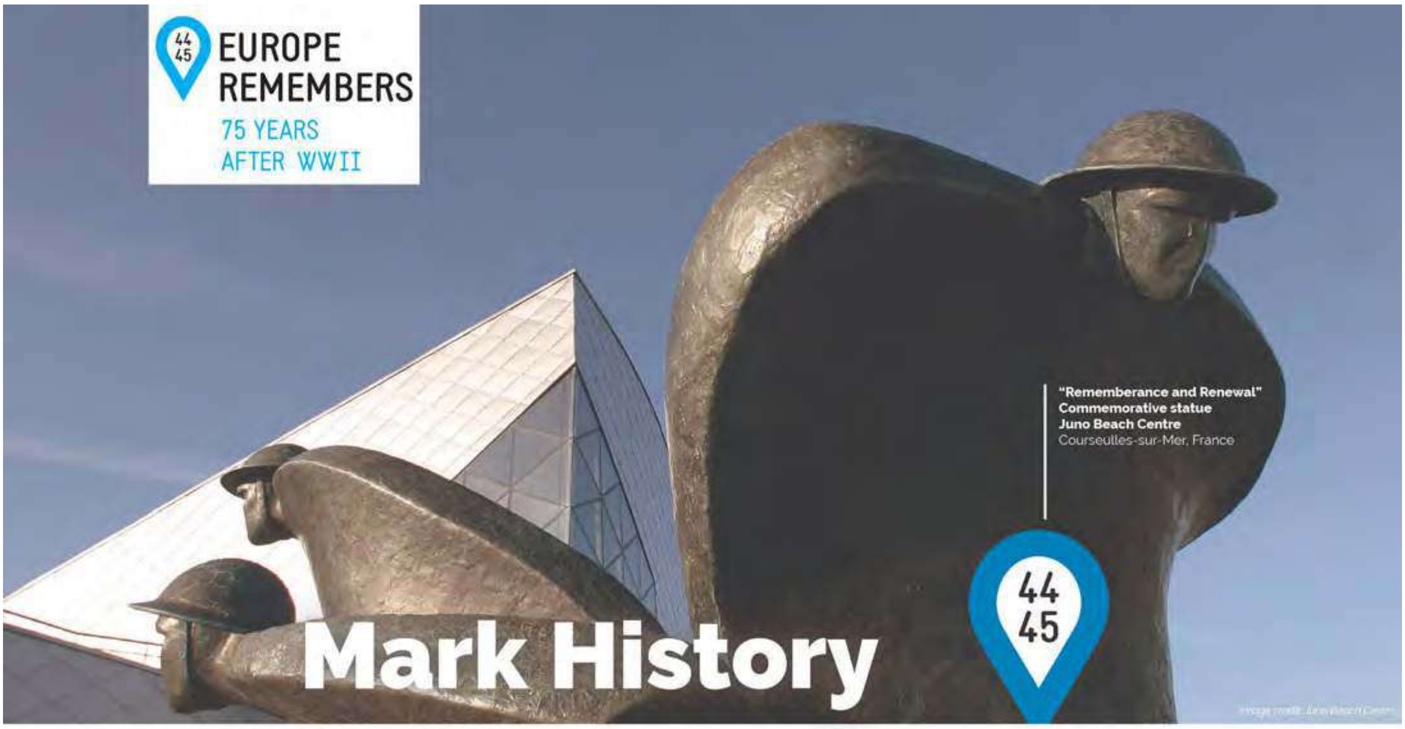
CURRENT

Browned Off and Bloody-Minded

The British Soldier Goes to War 1939-1945
Author: *Alan Allport*
Publisher: *Yale University Press*
Year: *2017*
ISBN: *9780300226386*
Language: *English*
Binding: *Soft back*
Pages: *424 pages*
Size: *127 x 197mm (5 x 73/4in)*
Price: *£11.99*
www.yalebooks.co.uk


ALAN ALLPORT
BROWNED OFF AND BLOODY-MINDED
THE BRITISH SOLDIER GOES TO WAR 1939-1945

The title alone was enough to make me pick up this book and, at first scan, it might appear to dwell on the salacious side of the British Army during World War Two, but for every paragraph about crime or sex there's one about leadership, courage or decency. Unlike stern campaign histories that talk about units and men as though they are chess pieces in a game, this book focuses on the foibles of an army that didn't want to be soldiers, fighting the Nazi war machine. For that reason alone, the soldiers' weaknesses, sources of dissatisfaction amid bravery, and the infantrymen's woes, crimes, desertions, selflessness, petty bureaucracy, railings against the English class system, injuries and dignity, make the sacrifices all the greater.
Alan Allport's expansive social history examines the experience of the world-changing war from the perspective of around 3.5 million ordinary men whose characters chart society's spectrum. From tales of soldiers losing their virginity in Cairo brothels to dying in a ditch in Normandy, this erudite work doesn't shrink from the less glamorous things that were just as necessary to the PBI (poor bloody infantry) as .303 bullets and tea.



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Commemorative statue
Juno Beach Centre
Courseulles-sur-Mer, France

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ALL GAVE SOME, SOME GAVE ALL

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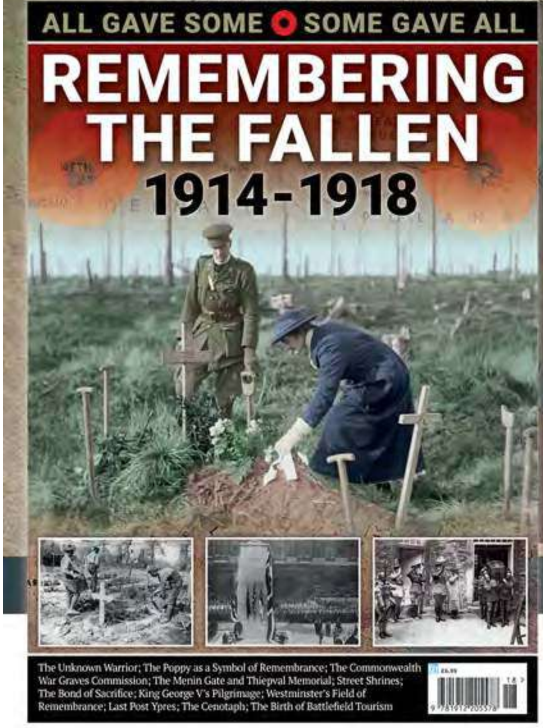

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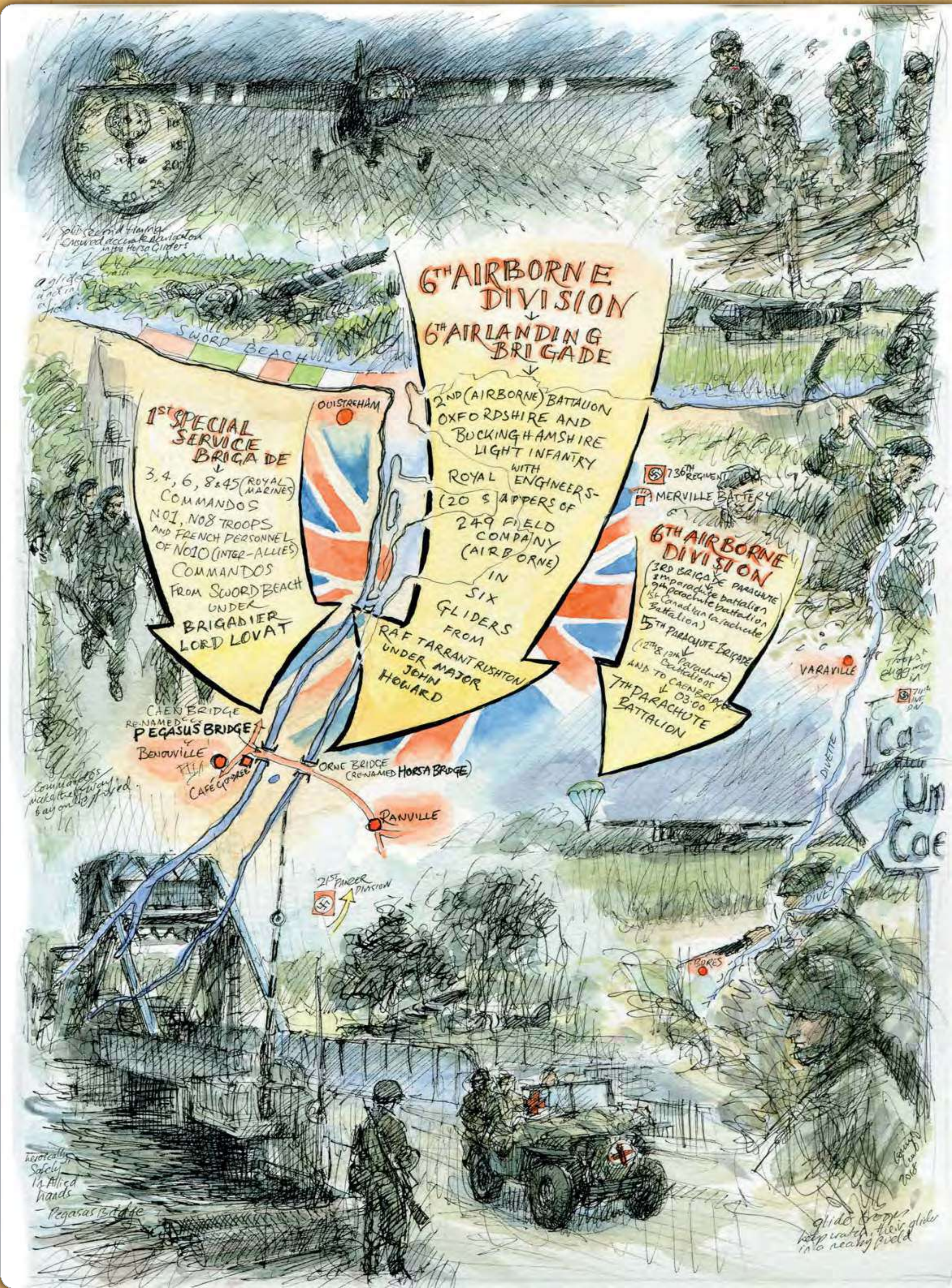
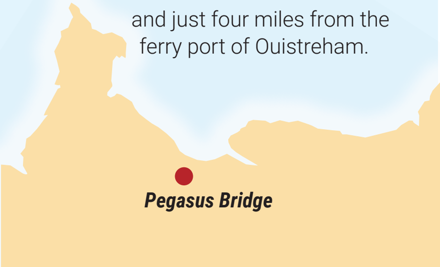

Split second timing ensured accurate navigation in the Horsa Gliders
a glider crash landed in a field
SWORD BEACH
6TH AIRBORNE DIVISION
6TH AIRLANDING BRIGADE
2ND (AIRBORNE) BATTALION OXFORDSHIRE AND BUCKINGHAMSHIRE LIGHT INFANTRY WITH ROYAL ENGINEERS (20 SAPPERS OF 249 FIELD COMPANY (AIRBORNE) IN SIX GLIDERS FROM RAF TARRANT RUSHTON UNDER MAJOR JOHN HOWARD
OUISTREHAM
1ST SPECIAL SERVICE BRIGADE
3, 4, 6, 8 & 45 (ROYAL MARINES) COMMANDOS
NO1, NO8 TROOPS AND FRENCH PERSONNEL OF NO10 (INTER-ALLIES) COMMANDOS
FROM SWORD BEACH UNDER BRIGADIER LORD LOVAT
736TH REGIMENT
MERVILLE BATTERY
6TH AIRBORNE DIVISION
(3RD BRIGADE PARACHUTE
8th parachute battalion
9th parachute battalion
(1st Canadian Parachute Battalion)
5TH PARACHUTE BRIGADE
(12th & 13th Parachute Battalions)
AND TO CAEN BRIDGE 03:00
7TH PARACHUTE BATTALION
VARAVILLE
Troops digging in
DIVETTE
CAEN BRIDGE RE-NAMED
PEGASUS BRIDGE
BENOUVILLE
CAFÉ GONDRÉE
Commandos make their way bayonets fixed.
ORNE BRIDGE (RENAMED HORSA BRIDGE)
RANVILLE
21ST PANZER DIVISION
DIVES
Ca
Um
Cae
heroically Safely in Allied hands – Pegasus Bridge
glider troops keep watch, their glider into a nearby field

CODENAME DeadStick

Location

Pegasus Bridge and the site of the nearby Horsa Bridge are located on Rue du Domaine de Camilly, 14970 Bénouville, which is part of the D514 between Bénouville and Ranville and just four miles from the ferry port of Ouistreham.

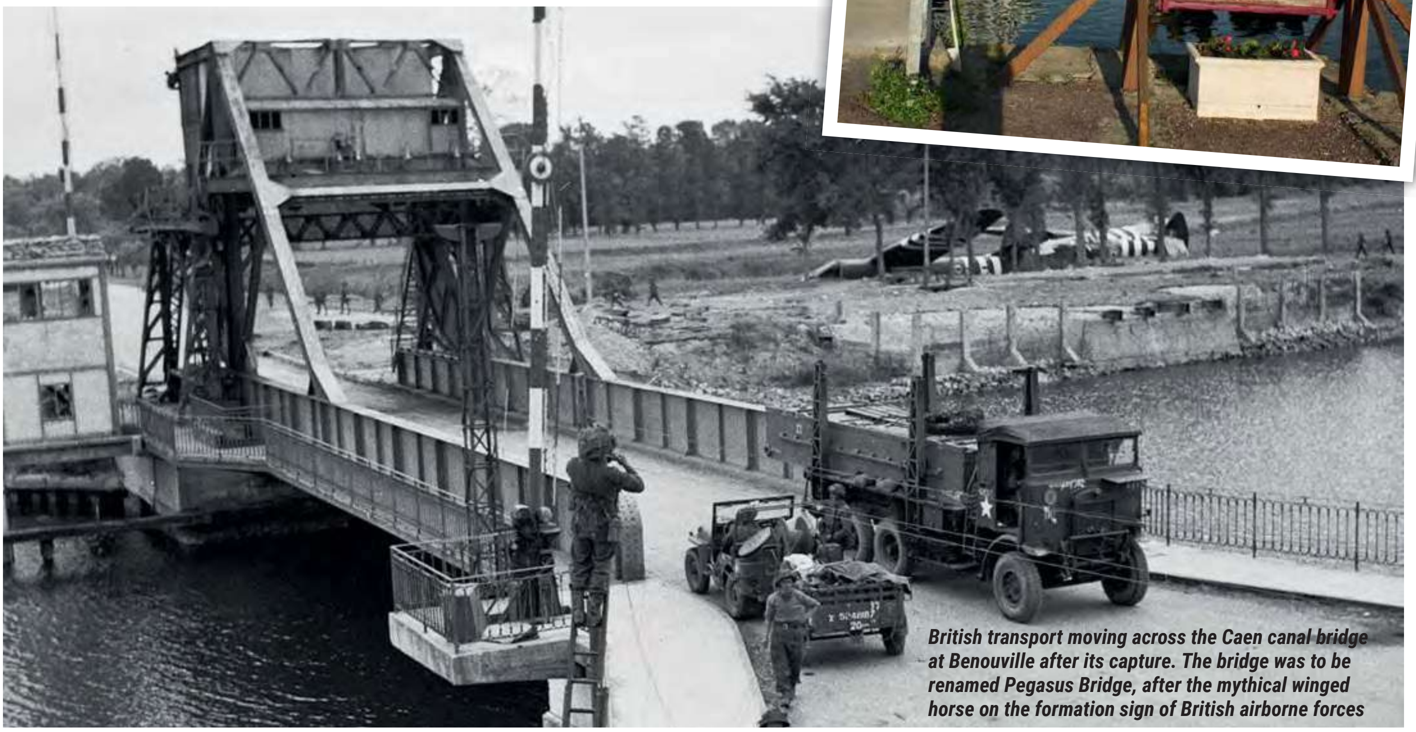


The British airborne landings were targeted mainly at the Orne River and Caen Canal bridges, situated south-southeast of Sword Beach, and the German artillery in the Merville Battery. The strategic purpose was to secure the left flank of the entire Allied invasion force, enable the bridges to be used as the break-out from the beachheads and to reduce the enemy's ability to counterattack

The history of the D-Day invasion of Normandy is full of tales of bravery but few more daring than the airborne operation to capture the road bridges across the River Orne and the Caen Canal on the road between Bénouville and Ranville. Just as daring was the subsequent mission by Commandos to link up with the Airborne troops from the landing beach at Sword.

These bridges were known to be defended by German troops but had considerable strategic importance as they offered the only eastwards route for British forces landing on Sword Beach. Moving to the east was considered important for the capture of Caen, and taking the bridges limited the Germans' ability to counter-attack the Normandy invasion forces. An airborne assault – Operation Deadstick – was planned as part of Operation Tonga, the codename for all the British airborne landings in Normandy. Deadstick was assigned to D Company, 2nd (Airborne) Battalion, Oxfordshire and Buckinghamshire Light Infantry. This unit of glider infantry was part of the 6th Airlanding Brigade of the 6th Airborne Division, and the assault group comprised six infantry platoons and an attached

PEGASUS BRIDGE
CAEN 10



British transport moving across the Caen canal bridge at Benouville after its capture. The bridge was to be renamed Pegasus Bridge, after the mythical winged horse on the formation sign of British airborne forces platoon of Royal Engineers, namely 20 sappers of 249 Field Company (Airborne). The assault force, commanded by Major John Howard, was to land in gliders, take the bridges intact and hold them until relieved. The stakes were high because failure to capture the bridges intact would leave the British Airborne Division cut off from the rest of the Allied armies.

On the night of June 5, 1944, a force of 181 men, led by Major Howard, took off from RAF Tarrant Rushton in Dorset. They flew to Normandy in six Airspeed Horsa gliders and, in what is among the war's most outstanding flying achievements, the pilots delivered their objectives. Just after midnight, five of the gliders landed in a field as close as 47 yards (43m) to their targets. Surprising the German defenders, the airborne clambered out of their planes and after a brief exchange of fire, both bridges were captured. Just 90 minutes after taking off in England, Major Howard was able to radio the code words 'Ham' and 'Jam,' indicating that both bridges had been successfully captured. They then had to be defended against counter-attacks until relief arrived. Two men were lost during the glider landings: Lance corporal Fred Greenhalgh drowned when his glider landed in a pond and Lieutenant Den Brotheridge was mortally wounded crossing the bridge in the first minutes of the assault.

One glider on the mission landed at the bridge over the River Dives, approximately seven miles away. Its complement of soldiers moved through German lines towards Ranville where they joined other British forces. The Oxfordshire and Buckinghamshire Light Infantry at the bridges were reinforced at 03:00 by Lieutenant Colonel Pine-Coffin's 7th Parachute Battalion and again later with the arrival of Lord Lovat's Commandos. Curiously, one of the members of the reinforcing 7th Battalion was Captain Richard Todd, a young actor who, a couple of decades later, would play Major Howard in the 1962 D-Day film *The Longest Day*, based on Cornelius Ryan's book of the same name.

The Bénouville Bridge, a bascule bridge, a type of swing bridge to permit the passage of boats, was built in 1934, and crossed the Caen Canal. The nearby Ranville Bridge crossed the River Orne. Both were later renamed, as Pegasus Bridge and Horsa Bridge respectively in honour of the airborne men. Pegasus is the emblem of the airborne troops.

The plan to relieve the airborne soldiers at the bridges was for 1st Special Service Brigade comprising Nos 3, 4, 6 and 45 (RM) Commandos to land at Ouistreham in Queen Red sector. No 4 Commando was augmented

ABOVE: ***General Sir John Lorimer and Glider Pilot Veteran Laurie Weeden lay a wreath at the Airborne Cemetery Ranville in 2018*** MAIN IMAGE: ***Soldiers from the Parachute Regiment jump onto the same Landing Zone as used by the Paras in Normandy in June 1944. This event was one of many to commemorate the 60th Anniversary of Operation Overlord and the D-Day landings. MoD/Cpl Emily Felgate***

Four American paratroopers of the 101st Airborne Division in Carentan, using a captured German VW Kübelwagen by Nos 1 and 8 Troops comprising French personnel of No 10 (Inter Allied) Commando. The 1st Special Service Brigade, under the command of Brigadier Lord Lovat, were piped ashore by Piper Bill Millin in the second wave led by No 4 Commando with the French Troops arriving on the beach first, as agreed among themselves. The British and French personnel had separate coastal targets in Ouistreham and once these had been captured, the Commandos withdrew and then joined the other units of their brigade, moving inland to rendezvous with the 6th Airborne Division who had been holding Pegasus Bridge since the early hours. The Commandos ran across Pegasus Bridge, to the sound of the pipes and although crossing in small groups, 12 men were killed by sniper fire. Casualties notwithstanding, they went on to establish defensive positions around Ranville, east of the River Orne until they were relieved later in the day by units of the British 3rd Infantry Division.

Four 'stick' commanders of 22nd Independent Parachute Company synchronise their watches before boarding a C-47 for Normandy. Nearly 300 pathfinders dropped into Europe ahead of the June 6 invasion. For more than an hour, they were the only Allied troops in France.

The Lord Lovat

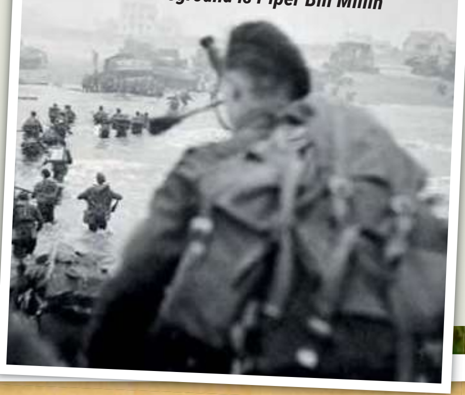
Brigadier Simon Christopher Joseph Fraser, (1911-1995) was the 15th Lord Lovat and 4th Baron Lovat, DSO MC, and the 25th Chief of the Clan Fraser of Lovat. He volunteered for service with the Commandos. After studying at Oxford University, Fraser was commissioned as a second lieutenant in the Lovat Scouts, a Territorial Army unit, and transferred to the regulars, the Scots Guards in 1931 but, after succeeding his father to become the 15th Lord Lovat, he resigned his regular commission as a lieutenant in 1937 and his reserve commission in 1939. In 1940, he joined the new commando units and was attached to No. 4 Commando.

He took part in Commando raids on the German-occupied Norwegian Lofoten Islands and on the French coastal village of Hardelot, and was appointed the commanding officer of No. 4 Commando. He led them on the 1942 Dieppe Raid, generally considered to have been a debacle that sustained around 4,000 Canadian casualties. However, No4 Commando was able to attack and destroy the Varengeville battery of coastal artillery and get most of its men back safely.

In 1944, Lovat became the commander of the newly formed 1st Special Service Brigade. Lord Lovat and this brigade landed on Sword beach June 6 famously being piped ashore by Lovat's personal piper.

Likened to a cattle-raiding clan chief, Lovat led his Commandos from Sword Beach to Pegasus Bridge, which had been defiantly defended by men of the 2nd Battalion the Oxfordshire and Buckinghamshire Light Infantry (6th Airborne Division) who had landed in the early hours by glider. Lovat's Commandos arrived soon after 13:00, an hour after the planned time prompting him to apologise for the delay to Lieutenant-Colonel Geoffrey Pine-Coffin, of 7th Parachute Battalion. The men of the 1st Special Service Brigade went on to establish defensive positions around Ranville, on the east bank of the River Orne and would hold them until relieved by the British 3rd Infantry Division. By D+6, after more than four days of continuous fighting, Lovat was badly wounded. It is said he calmly handed over, gave orders that not a step back should be taken, then called for a priest and was evacuated. Those who saw him then could not believe he would survive.

Queen Red, Sword Beach; Lord Lovat, on the right of the column, wades through the water while the soldier in the foreground is Piper Bill Millin



PARACHUTE REGIMENT
GLIDER PILOT REGT

PLACES TO VISIT

Café Gondrée

12 Avenue du Commandant-Kieffer,
14970 Bénouville

Built in 1892, the Café Gondrée is a small coffee house in Bénouville, located on the west bank of the Caen Canal, at the northwest end of the Bénouville Bridge, now universally known as Pegasus Bridge. The building is adjacent to the site of some of the first combat during the D-Day invasion and is remembered for its role commemorating those events. British 6th Airborne Division Horsa gliders landed 100 yards from the bridge near the café, adjacent to Bénouville Bridge, a key objective of the British on D-Day. The gliders managed to make a rough landing in a field almost directly on top of their objective and the British took control of the bridge. Three British paratroopers entered this café at 06:20 on June 6. The café was then run by Georges and Thérèse Gondrée, who had been involved in the French Resistance, and had passed on information about the defences around the bridge to British intelligence. Arlette Gondrée, a girl of five at the time of their liberation currently runs Café Gondrée. Its walls are decorated with shoulder patch badges, regimental insignia and uniforms connected with the Parachute Regiment.

Major Howard Memorial

Avenue du Commandant Kieffer, Bénouville

Major (Reginald) John Howard DSO (1912-1999) was the British Army officer who led the glider-borne assault on the bridges between Bénouville and Ranville. The bridges spanned the Caen Canal and the adjacent River Orne and were strategically important to the allied invasion.

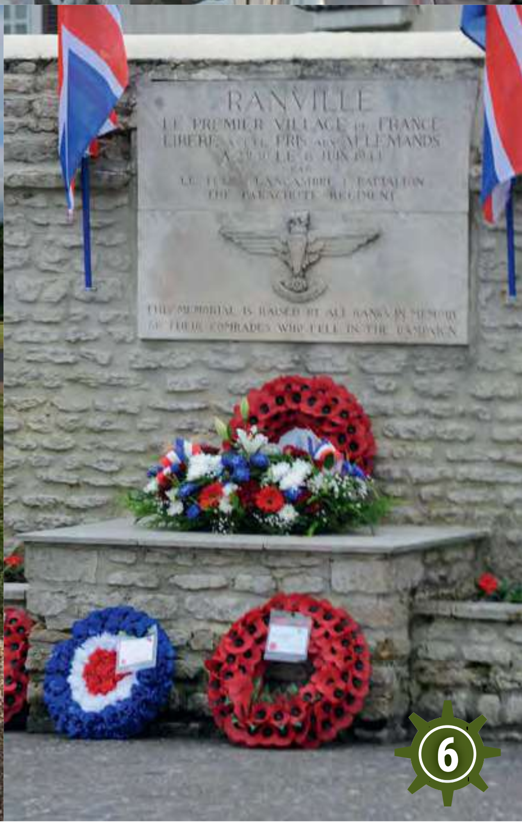
The memorial to Major Howard Oxford and the Buckinghamshire Light Infantry is at the site of the landing zone within sight of Pegasus Bridge.

Memorial Pegasus

Avenue du Major Howard, 14860 Ranville

Inaugurated on June 4, 2000 by HRH the Prince of Wales, the Memorial Pegasus is dedicated to the men of 6th Airborne Division, who were the first Allied troops to land in Normandy on D-Day, and their role during the Battle of Normandy from June to September 1944. The spacious museum was designed and constructed by the D-Day Commemoration Committee presided over by Admiral Brac de la Perrière. A thematically laid out exhibition hall enables visitors to explore the combat missions of the airborne division. Guided tours include an archive film and a visit to the museum's park. Here, the original Bénouville Bridge, renamed Pegasus Bridge, liberated by the airborne

1
PEGASUS BRIDGE CAFÉ
English Spoken
GONDRÉE



troops, is on display along with a Bailey bridge and a full-size copy of a wartime Horsa glider. Weapons, equipment and many personal artefacts offered by veterans are displayed. The collection is constantly increasing in size and the historical relevancy to 6th Airborne Division is carefully controlled by the British Airborne Assault Normandy Trust. www.memorial-pegasus.fr

Merville Battery Museum

Place du 9ème Bataillon, 14810
Merville-Franceville-Plage

During the mission to capture the Merville Battery, the British airborne troops paid a heavy price. The battle site and its restored Nazi fortification is now a museum that allows visitors to see the bunkers, a sound and light show and a C-47 transport plane. It is open from March to September. www.batterie-merville.com

Pegasus Bridge

Pont de Ranville, 14860 Ranville

The capture of the River Orne bridge at Ranville and the bridge across the Caen Canal at Bénouville is the most famous mission of the airborne division. Troops of the Oxfordshire and Buckinghamshire Light Infantry, commanded by Major John Howard, captured the bridges after landing in Horsa gliders only yards from their objectives. In less than ten minutes both bridges had been captured intact. The seaborne reinforcements commanded by Brigadier Lord Lovat were able to cross the waterways to reinforce 6th Airborne Division on the eastern flank. Among these Green Berets were 177 French Commandos commanded by Philip Kieffer. On June 26, 1944, the Caen Canal Bridge was christened Pegasus Bridge as a tribute to the British airborne troops. In 1961 the bridge appeared in the D-Day film, The *Longest Day*. Many of the airborne soldiers killed in the action of June 1944 are buried in the war cemetery at Ranville.

Pegasus Bridge and the structure that replaced it in 1994 are examples of a distinct sub type of bascule bridge, the Scherzer rolling lift bascule bridge or rolling bridge. Rather than pivoting around a hinge point, bridges of this type roll back on curved tread plates attached to the girders of the main span in order to allow a greater clearance of the waterway for a given opening angle. The original Pegasus Bridge is now on display in the park of the Memorial Pegasus museum. It was sold to the museum for the symbolic price of one Franc.

Ranville

14860 Ranville

The village of Ranville on the crossroads of the D37 and D223, was the first to be liberated when soldiers of the British 13th (Lancashire) Parachute Battalion, commanded by Lieutenant-Colonel Peter Luard, landed on the morning of June 6. The Ranville War Cemetery contains predominantly British airborne soldiers killed during the early stages of the Battle of Normandy. It is located in and named after Ranville east of Caen.

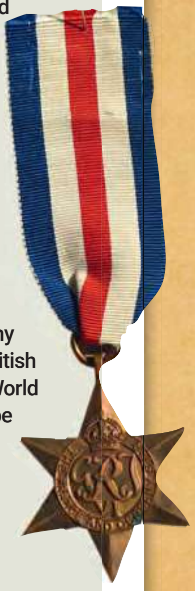
Lieutenant Herbert Denham ‘Den’ Brotheridge of the 2nd Battalion, Oxfordshire and Buckinghamshire Light Infantry, considered to be the first Allied soldier killed on D-Day, is interred here.

The 13 - Lucky For Some by Andrew Woolhouse is the History of the 13th (Lancashire) Parachute Battalion and this engagement.

COLLECTABLE

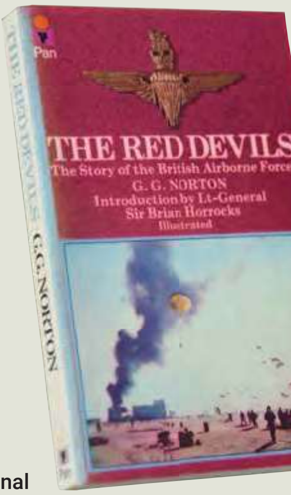
The France and Germany Star is a military campaign medal, instituted by the United Kingdom in May 1945. During 1943, the 1939-43 Star (subsequently renamed the 1939-1945 Star) and the Africa Star became the first two campaign stars awarded. By May 1945 other stars and numerous clasps had been established to reward service during the conflict. The France and Germany Star was specifically awarded to British Commonwealth forces who served in France, Belgium, Luxembourg, the Netherlands or Germany and adjacent maritime areas between June 6, 1944 and May 8, 1945, during World War Two. This, of course, involves service personnel involved with the D-Day invasion and subsequent Normandy campaign.

The series of medals were designed at the Royal Mint. Each has a ring suspender for the ribbon, which passes through an integral eyelet over the top point of the six–pointed star. They are struck in yellow copper zinc and, on the face is a central design of the Royal Cypher, surmounted by a crown. A circlet surrounds the cypher and is inscribed The France and Germany Star and the reverse is plain. The British Honours Committee decided that World War Two campaign medals would be issued unnamed unlike medals from World War One. The ribbon for this medal was devised by King George VI and is vertically divided into dark blue, white, red, white and dark blue bands of equal width.



FURTHER READING

COLLECTABLE


Pan
THE RED DEVILS
The Story of the British Airborne Forces
G. G. NORTON
Introduction by Lt-General Sir Brian Horrocks
Illustrated
THE RED DEVILS G.G.NORTON

The Red Devils

Author: *G Norton*
Publisher: *Pan (this edition)*
Year: *1973 (this edition)*
ISBN: *0-333-23631-8*
Language: *English*
Binding: *Soft back (this edition)*
Pages: *246*
Size: *112 x 176mm (41/2 x 7in)*
Price: *£2.50*
www.abebooks.co.uk

Flying out of Manchester's international airport in 2018, the modern traveller can be forgiven for not seeing any of the place's history such has been the development in the post-war decades. It was officially opened on June 25, 1938 as Ringway Airport, then, during World War Two, as RAF Ringway. This provincial airport went on to make history as just two years after it had opened, it was being used as the Central Landing School. The first parachute drops took place here by men of No 2 Commando, from converted Armstrong Whitworth Whitley bombers. From these experimental beginnings grew the British airborne units that would become a force to be reckoned with. This book, originally published as a hardback by Leo Cooper in 1971, was written by a post-war Major in the airborne forces and curator of the Airborne Forces Museum at Aldershot.

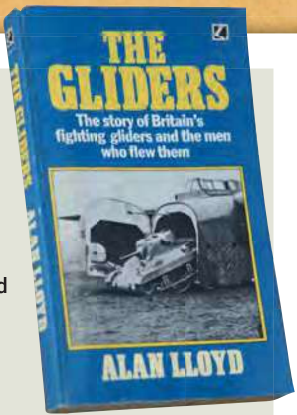
In a concise and readable way it tells the history of British airborne forces and devotes a substantial chapter to the operations in Normandy. It also devotes space to the ill-fated drops at Arnhem in Holland in September 1944 from which the Paras emerged bloodied and defeated but not beaten. It continues until 1969 and this edition is readily available from online used booksellers.

There is a revised updated edition, equally readily available, that relates airborne history as far as the Falklands War of 1982. Yet another version is in a 'famous regiments' series. All have a foreword by Lt General Sir Brian Horrocks who commanded XXX Corps during Operation Market Garden in Holland.

COLLECTABLE

The Gliders

Author: *Alan Lloyd*
Publisher: *Corgi (this edition)*
Year: *1984 (this edition)*
ISBN: *0-552-12167-3*
Language: *English*
Binding: *Softback (this edition)*
Pages: *226*
Size: *107 x 176mm (43/4 x 7 in)*
Price: *£2.60*
www.abebooks.co.uk

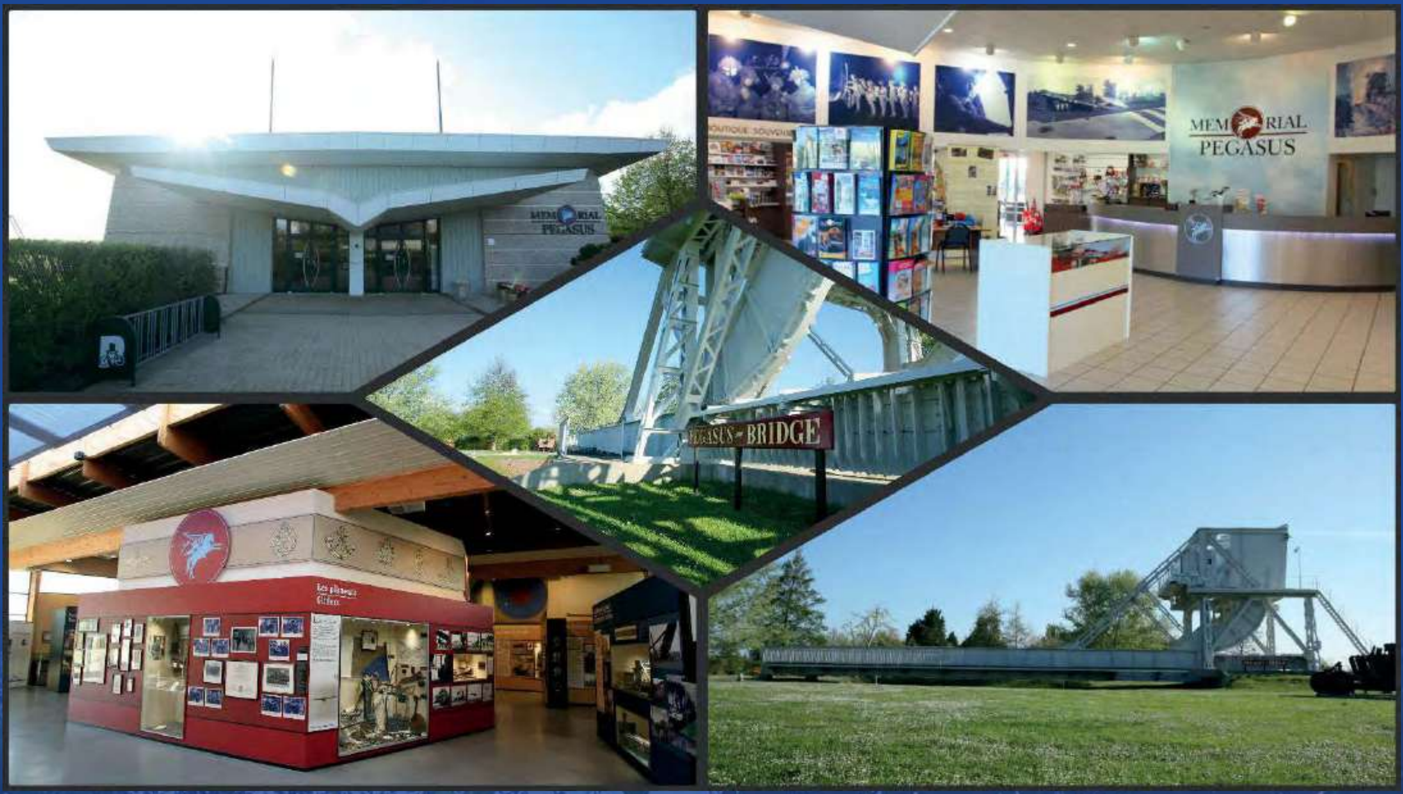

THE GLIDERS
The story of Britain's fighting gliders and the men who flew them
ALAN LLOYD
THE GLIDERS ALAN LLOYD

Alan Richard Lloyd (1927-2018) was an English writer noted for both non-fiction works and fiction aimed at teenagers published under the names Alan Lloyd and A.R. Lloyd respectively. Lloyd was born in London, and studied drawing and painting at the Kingston School of Art before being called up to the army in 1945. He started his writing career at the Jersey Evening Post and worked as a freelance journalist before becoming a full-time writer in 1962. This is one of his non-fiction books. A study of the glider as a weapon in World War Two, it starts with German developments in the run-up to war and their experiences of the landings in Crete. It goes on to consider the allied use of gliders through the campaigns in Europe, Sicily, Normandy, Holland and Germany. It is a concise book in two parts and 22 chapters, and contains stories of luck, tragedy, daring and loss sustained while landing in hostile territory including Normandy.

This edition was published in 1984 as a paperback edition of a 1982 Secker and Warburg hardback and, although lacking in illustrations, provides information on the terminology of military gliders: Horsa, Waco, Hamilcar and the loads they carried and is a subtle testament to the pilots who landed their Horsas within yards of Pegasus bridge.

Veterans receive the Croix de Guerre at the Airborne Memorial with the original Pegasus Bridge in the background

MEMORIAL
PEGASUS



75TH ANNIVERSARY

The **Memorial Pegasus** museum

Dedicated to the men of 6th British Airborne Division.
The 1st liberators to arrive in Normandy on June 6th 1944.
Archive films, a guided visit and many interesting and authentic artefacts enable the visitors to relive this momentous time.
The original Pegasus Bridge is on display in the park of the museum along with a full size copy of a wartime Horsa glider.

Open everyday from February to Mid-December
Only five minutes drive from the
Brittany Ferries Terminal at Caen/Ouistreham

Tel: +33 (0) 231 781944 Fax: +33 (0) 231 781942
Memorial Pegasus Avenue du Major Howard 14860 Ranville Normandy • France
www.memorial-pegasus.org

Capturing Caen

The Allies intended to capture Caen, nine miles (14.5km) from the beaches on D-Day, June 6. Although the city was reached, it wouldn't completely fall until July 19

The 49th (West Riding) Division memorial remembers those killed while the division was engaged in continuous and bitter fighting from June until August 1944. The memorial is on the D139, 1km south of Saint Martin in Fontenay-le-Pesnel

General Sir Bernard Montgomery intended to capture the city of Caen on D-Day itself, such was its strategic importance. Some considered this plan 'ambitious' because of the strength of the German defences in the Caen sector. I Corps' initial attempt to reach the city on D-Day was thwarted by the 21st Panzer Division. The Germans then committed most of their reinforcements to the defence of Caen, so the city became an obstacle. Operations Perch and Epsom during June led to some territorial gains in the vicinity of Caen but the city remained in German control until Operation Charnwood of July 7-9, when the Second Army, in a frontal assault, took the northern suburbs up to the River Orne. British divisions bore the brunt of German resistance on the eastern flank of the front, enabling US forces to stage a breakout in the west. The typical bocage landscape of small fields surrounded by thick hedges and narrow sunken lanes undoubtedly favoured the defenders. Casualties, especially among the infantry, were heavy.

ABOVE: ***The CWGC cemetery in Fontenay le Pesnel contains the graves of 445 British, four Canadian, one British airman and 59 German soldiers, men who died in the fighting to the west and south-west of Caen in June-July 1944. There are large numbers of graves of the South Staffordshire, East Lancashire, Royal Warwickshire and the Durham Light Infantry regiments. The cemetery contains 460 Commonwealth burials of the Second World War. There are also 59 German graves. The cemetery is 1 kilometre south-east of the hamlet of St Martin on the D139 to Grainville) adjacent to the 49th (West Riding) Division memorial***

ABOVE: ***The historic city was almost destroyed in the fighting because of the Germans' determined defence and numerous attempts to capture it by the Allies***

The brigades of the battle-hardened 51st Highland Division had landed sequentially in Normandy from D-Day onwards in the second echelon. After a period supporting the 3rd Canadian Infantry Division, the 51st was to form one side of the pincer movement attack on Caen, ordered by Montgomery on June 9. This was Operation Perch on June 10-14. The 51st Highland Division attacked the 21st Panzer Division who put up a determined fight to the extent that, on June 13, the allied offensive east of Caen was halted, driven back by a tank unit under the command of Michael Wittmann of the Waffen SS. Wittmann is remembered for his ambush of the British 7th Armoured Division during the Battle of Villers-Bocage on June 13. While in command of six tanks of the Heavy SS-Panzer Battalion 101 he destroyed 14 tanks, 15 personnel carriers and two anti-tank guns in approximately 15 minutes. Wittman was personally accredited with most of those kills.

On the other side of the pincer, the 50th (Northumbrian) Infantry Division captured the road to Tilly-sur-Seulles. The 7th Armoured Division tried to exploit the opening and seize Villers-Bocage but had to withdraw on June 14. Reinforced by the 33rd Armoured Brigade, it was ready to resume the attack but, back on the beaches, a severe storm on June 19 damaged the Mulberry harbours and led to delays in disembarking reinforcements and much-needed supplies.

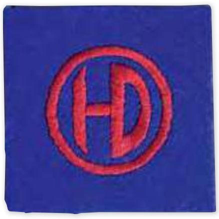
Operations Martlet and Epsom followed between June 25-30 when the 49th (West Riding) Infantry Division, 50th (Northumbrian) Infantry Division and the 8th Armoured Brigade attacked SS Panzer troops to capture Rauray,

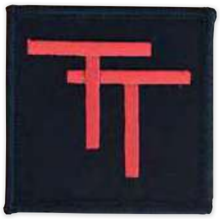
THEIR NAME LIVETH
FOR EVERMORE

ABOVE: ***Cheux is a village 10 kilometres west of Caen. The St Manvieu cemetery is reached from Caen by taking route D9 westwards. After about eight kilometres, the road by-passes St Manvieu village, while Cheux lies two kilometres to the left. You will find St Manvieu War Cemetery on the right hand side. Those buried in St. Manvieu War Cemetery mostly died in the fluctuating battles from mid-June to the end of July 1944, in the region between Tilly-sur-Seulles and Caen. The cemetery contains 1,627 Commonwealth burials of World War Two, 49 of them unidentified. There are also 555 German burials. The cemetery was designed by Philip Hepworth.*** BOTTOM: ***Remarkably, steeples of Caen StEtienne survived the fighting*** BOTTOM: ***It took more than a month for Caen to be completely liberated.*** BELOW LEFT: ***51st Highland Division*** BELOW RIGHT: ***50th Northumbrian Division***

Fontenay-le-Pesnel, Tessel-Bretteville and Juvigny-sur-Seulles. Operation Epsom was intended to capture the high ground south of Caen, near Bretteville-sur-Laize with the newly arrived VIII Corps. Constituents of VIII Corps including the 15th (Scottish) Infantry Division and the 31st Tank Brigade made steady progress and, after three days fighting, had crossed the River Odon. The 43rd (Wessex) Infantry Division was moved up to exploit this success although German counter-attacks, by SS Panzer units, forced a withdrawal from some of the British positions. VIII Corps had advanced nearly six miles (9.5km) but in doing so suffered 470 men killed, 2,187 wounded and 706 men missing. More were killed during July.

The crucial airfield at Carpiquet was captured in fierce fighting in Operation Windsor, when the 8th Canadian Infantry Brigade took Carpiquet village on July 5 with the help of the French Resistance, then the airfield three days later. Operation Charnwood started on the evening of July 7, with aerial bombing of the city. A barrage followed and at 04:30 on July 8 the ground attack started. By that evening, the I Corps had reached the outskirts of Caen and the Germans began to withdraw over the Orne. Early the next day, British and Canadian patrols entered the city and by noon, allied soldiers had reached the north bank of the Orne.





Operation Jupiter, the fighting for Hill 112, Operation Goodwill, Canadian Operation Atlantic and the Second Battle of the Odon followed. The Second Battle of the Odon took place in mid-July 1944 when Operations Greenline and Pomegranate were diversionary. They were intended to distract German attention away from Operation Goodwood, the forthcoming push from the Orne bridgehead. The operations were strategically successful because three German armoured divisions had to remain west of Caen, in the Odon river valley area, and therefore away from the Goodwood operation area.

Operation Goodwood, part of the Battle for Caen, was a British offensive that took place between July 18-20. The objective was to capture the remainder of Caen and the nearby and defended Bourguébus Ridge. Some consider the operation to be the largest tank battle that the British Army has ever fought. It was the culmination of the allied campaign to capture the tactically important city. Three armoured divisions attacked after an aerial bombardment that almost destroyed the city but, despite this, the Germans hung on. Casualties were high among attackers, defenders and the French civilian population and Caen finally fell on July 19. It opened the door to capturing Falaise and the scale of

Sherman tanks of the Staffordshire Yeomanry, 27th Armoured Brigade, carrying infantry from 3rd Division, move up at the start of Operation Goodwood, on July 18, 1944

W316-THE LATEST VERSION OF THE SHERMAN TANK CARRIES A 17-POUNDER GUN, THE BRITISH ANTI-TANK GUN WHICH HAS PROVED SO SUCCESSFUL. IT IS SEEN HERE IN ACTION IN FRANCE. NOTE GERMAN-TYPE FLAME CONTROL ON THE MUZZLE. (BRITISH OFFICIAL PHOTOGRAPH FROM ACME TELEPHOTO)

ABOVE: ***A news wirephoto Sherman Firefly with its powerful 76.2mm 17-pounder anti-tank gun behind one of Normandy's many hedges. The Firefly was soon highly valued, as its gun could penetrate the armour of the Pzkpfw V Panther and Pzkpfw VI Tiger tanks the allies faced in Normandy***

the fighting meant that many German units were tied up around Caen which assisted the Americans to the west with Operation Cobra. Nonetheless, the delay in taking Caen damaged Montgomery's reputation and the scale of the destruction in the historic city was controversial.

On August 1, the 51st Highland Division, along with much of British I Corps, became part of the newly activated Canadian First Army. It fought alongside this army in Operation Totalise, before advancing to Lisieux. Operation Totalise was an offensive intended to break through the German defences south of Caen and capture the high ground north of the city of Falaise – coincidentally the birthplace of William the Conqueror – to cut off the retreat of the German army. The 51st continued eastwards over the River Seine and headed to Saint-Valéry-en-Caux, which, to the skirl of the pipes, it liberated on Sept 11.

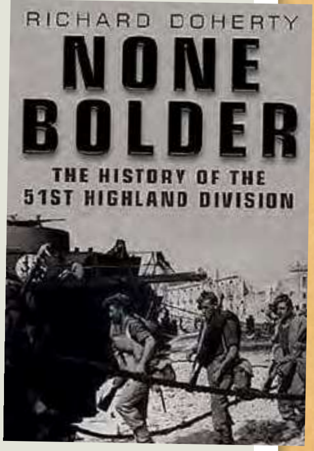
The liberation of Saint-Valéry-en-Caux was significant because it was here that more than 10,000 members of the 51st (Highland) Infantry Division had been taken prisoner in June 1940. Despite heroic rearguard actions alongside French units and heavy casualties during the retreat to the coast, no ships were able to evacuate them. The bravery of the 51st Highland Division and the bond it forged with French units during the fighting retreat played a significant part in General Charles de Gaulle's decision to continue the war and lead the Free French forces. He is quoted thus: "For my part, I can say that the comradeship of arms, sealed on the battlefield of Abbeville in May–June 1940, between the French armoured division, which I had the honour to command, and the gallant 51st Scottish Division under General Fortune, played its part in the decision which I made to continue the fight at the side of the Allies, to the end, come what may." ◄

FURTHER READING

COLLECTABLE

None Bolder: The History of the 51st (Highland) Division in the Second World War

Author: *Richard Doherty*
Publisher: *Spellmount*
Year: *2006*
ISBN: *978-1862273177*
Language: *English*
Binding: *Hard back*
Pages: *306*
Size: *162 x 240mm (61/4 x 91/2in)*
Price: *From £15.00*
www.amazon.co.uk



This is a solid history of one of the most famous British infantry divisions of World War Two. As part of the British Expeditionary Force (BEF), in June 1940 it suffered a setback in France, the scale of which is hard to imagine and the blow to morale difficult to quantify, as it was captured in its entirety when it couldn't be evacuated. The division was re-formed from battalions of the Scottish Highland regiments. It went onto fight at the battle of El Alamein in North Africa, then in Sicily. Some of its men were then brought back to the UK to prepare for the Normandy landings and the subsequent campaign in France. After the successful capture of the town of Le Havre, the division went on to take part in the Battle of the Scheldt in October 1944, finally passing into reserve and garrisoning the Meuse River during the Battle of the Bulge, as part of XXX Corps, under Lieutenant General Brian Horrocks. It was deployed as a stopgap in case of a German breakthrough. In January 1945, the division, along with the rest of XXX Corps, helped to cut off the northern tip of the German salient, linking up with the US 84th Infantry Division at Nisramont. Following this, the division was involved in Operation Veritable, clearing the Rhineland and advancing through Germany. It ended the war in the Bremerhaven area of Northern Germany. During the Northwest Europe campaign the 51st (Highland) Division paid a high price suffering a total of 19,524 battle casualties.

Rattle and Hum

The Jeep, the world's most famous 4x4, is synonymous with World War Two. John Carroll examines its legendary status and takes an original vehicle for a spin

Amanda Jane
USA
20173121-S
1944
70th D-DAY
2014
809E
986 YUA
A-4

If you had to compile a list of the world's top ten most influential cars, alongside the Model T Ford, the VW Beetle, the Mini and the '67 Mustang, would be the Willys Jeep. This is with good reason, as the wartime origins of the Jeep, also known as the Quarter-ton 4x4 truck - Willys Overland Model MB and Ford Model GPW, are almost the definition of the saying 'necessity is the mother of invention'. There's no doubt that difficult situations inspire ingenious solutions and, when it came to the challenges of cross-country motoring, the Jeep was certainly an ingenious solution.

In the few years from its appearance in a US Army Quartermaster Corps specification to its role as an important part of the transport of victorious armies, the humble Jeep – 'mechanical mule' to many – made a lot of friends. Dwight D Eisenhower, Supreme Commander of Allied forces in Western Europe during World War Two said: "Four pieces of equipment that most senior officers came to regard as among the most vital to our success in Africa and Europe were the bulldozer, the Jeep, the 2.5 ton truck, and the C-47 airplane. Curiously, none of these is designed for combat."

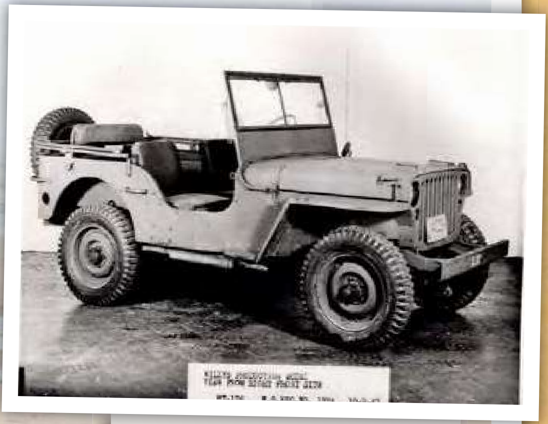
One of the highest accolades for the Jeep came from US war correspondent, Ernie Pyle, who won the Pulitzer Prize in 1944 for his down to earth, first-person accounts of 'dogface' infantry soldiers. Writing about the North African campaign, he said: "And the Jeep – good Lord, I don't think we could have won the campaign without the Jeep. It did everything, went everywhere. It consistently carried twice what it was designed for, and still kept going. But except for trivial items, the Jeep was a divine instrument of wartime locomotion." Pyle's column was syndicated in more than 300 newspapers but, in 1945, he was killed by enemy fire on Iejima during the Battle of Okinawa in Japan.

After the war, Enzo Ferrari, who knew a bit about cars, described the Jeep as "the only true American sports car". The accolades continue to pour in right down to the recent T-shirt slogan that says: "Jeeps. Making weekends more fun since 1941."

So what makes them so special?

The Willys MB/Ford GPW Jeep in its final, mass-produced form had two 4.88:1 differential equipped axles mounted to the channel section steel chassis by semi-elliptic springs. The gearbox featured three forward gears with synchromesh on second and third, and one reverse. A second lever enabled selection of two or four-wheel drive and a third lever, at the extreme right, was used to select high and low ratio although low-ratio gears could only be used in four-wheel drive. This may now seem like the most basic 4x4 system but it was revolutionary in 1942.

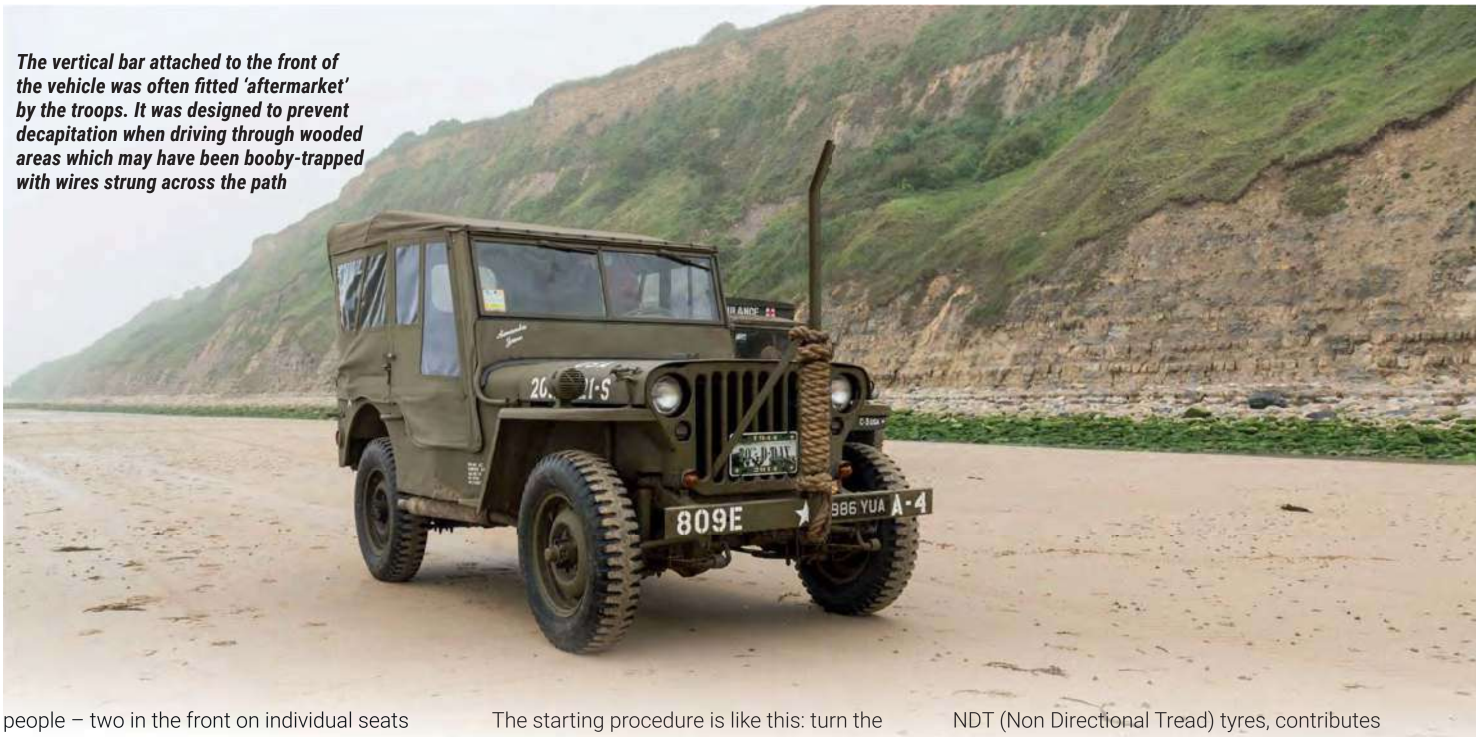
The Jeep's basic steel body tub was bolted to the chassis, the hood was collapsible and the windscreen could be folded forwards onto the bonnet to present a lower silhouette. The interior was extremely basic and contained little more than simple seats with canvas-covered cushions to accommodate four



MAIN PICTURE: ***A Jeep restored with US markings on the beach at Arromanches in 2018*** RIGHT: ***The standardised Willys MB Jeep in its 1943 onwards form***

SPECIFICATIONS

Make **Willys**
Model **MB**
Nationality **US**
Year **1943**
Production Run **1941-1945**
Engine
Type **L-head**
Fuel **Petrol**
Displacement **2,199cc (134.2cid)**
Power **54bhp @ 4,000 rpm**
Torque 9**5lbs ft**
Transmission **Borg-Warner**
Type **Manual T84**
Gears **Three-speed**
Transfer Box **Two-speed 1.97:1**
Suspension **Semi elliptic leaf springs**
Brakes **Drum**
Wheels **Kelsey Hayes 'combat'**
Tyres **6.00x16 NDT**
Crew/seats **Four**
Dimensions
Length **3,366mm (132.5in)**
Width **1,575mm (62in)**
Wheelbase **2,032mm (80in)**
Weight **1,112.7kg (2453lbs)**



The vertical bar attached to the front of the vehicle was often fitted 'aftermarket' by the troops. It was designed to prevent decapitation when driving through wooded areas which may have been booby-trapped with wires strung across the path

people – two in the front on individual seats and two on a rear bench. The exterior of the vehicle had brackets to carry an axe and spade, a jerrycan and a spare wheel and tyre. In this guise it endeared itself to almost everyone who came into contact with it. It combined the attributes of a roadster, the abilities of a tractor and the glamour of those Ferraris. Yes, with GIs looking very 'Hollywood' in their tailored uniforms and driving these new-fangled vehicles, it's no surprise that scores of war babies were born. These things contributed to making the legend of the Jeep, but what is it like to drive?

Behind the Wheel

From a 21st century perspective, any MB/GPW is now a classic vehicle because of its age but the original Jeeps, such as this, are where all light 4x4s look for their parentage. Smaller than you might expect, they belong to austere times and it shows. Many of the things we take for granted now, such as steering locks, key starters, power steering, disc brakes, coil spring suspension, seat belts, roll-over protection systems (ROPS), 12-volt electrics and any kind of electronics, were all in the future when these machines rolled off the US production lines owned by Willys and Ford.

The starting procedure is like this: turn the ignition switch on, a bit of choke, press the floor-mounted starter and listen to the engine crank over and catch. A blip of the throttle and the side valve engine settles down into a steady beat as though it's going to run forever.

The next thing to remember is that the transmission is a three-speed, so reverse is where you'd expect to find first, while first is where you'd expect to find second and so on. Willys MBs are left-hand drive, so in Britain at least, you're changing gear with the other hand to normal. You let the handbrake off by means of the umbrella-type handle that protrudes from the centre of the dashboard, let the clutch up, increase the revs and it's rolling. It will pull 55mph easily and cruises comfortably at this speed on tarmac roads.

It's a special feeling driving a genuine Willys MB that's at once, both easy and hard to define. The easy part is that when you're behind the wheel you know you're driving a legend. You can be both battle-hardened veteran and movie star, ghosts of another era. The harder part is partially explained by intangibles such as the noises it makes. The low gear ratios mean that there's some audible whine from the transmission which, in addition to the odd rattle and the hum from the bar-grip NDT (Non Directional Tread) tyres, contributes to the Jeep's unique sound. If that doesn't have you grinning from ear to ear, after driving an MB for a few miles, especially with the hood removed and the windscreen folded onto the bonnet, then you've no soul.

By the standards of modern 4x4s, the MB is desperately primitive; there's tons of play in the steering, the canvas hood flaps audibly when it's up and, hood up or down, it is draughty in a big way as with any roadster. The special quality of this vehicle, however, somehow manages to transcend the discomfort for the driver and passengers. Although they are vastly overused words, the Willys MB is a bona fide legend and a wartime icon. I like to think that its uncertain origins in terms of nomenclature, number of prototypes and who exactly designed it – subjects on which the experts are still divided – are the grand stuff of legend rather than the dust-dry 'facts' of history.

Primitive the Jeep might be but it can still show modern 4x4s the way home in one very important respect, namely its off-road ability. When track conditions get trickier, high-range four-wheel-drive is selected by depressing the clutch and moving the larger of the supplementary gear sticks backwards. For the really difficult stuff, the Jeep must be stopped to engage low-range by pushing the smallest gear lever forwards. What is evident is that, in high or low range, second is a 'wide' gear that pulls from just a few mph so minimising gear changes.

The diminutive size of the MB and its light weight undoubtedly help here but the sum of the parts is surprisingly effective. This is especially true considering its relatively low power output and lack of differential locks. The flexible C-section chassis means that a Jeep copes well on obstacles in difficult terrain and, even if it 'feels' more fragile than the comparable early Land Rover, it is a tough but compliant machine. The flexibility of the springs helps keep the wheels in contact with the ground partially negating any need for diff locks. The large diameter steering wheel – about three turns lock to lock – coupled with the narrow 6.00 x

Something you wouldn't have seen on D-Day. An American-marked Jeep on Arromanches beach

The British Army used Jeeps in North Africa prior to D-Day

The standard Willys MB Jeep

16 tyres means that the steering is light and, in conjunction with a 171/2 feet (5.3 metre) turning circle, adds to the Jeep's nimble feel. The minimal bodywork ensures visibility is good and this can be especially important in assessing off-road obstacles while approaching them. Getting the driven front wheels in the right place is also a huge help in traversing rough terrain.

The best way to tackle obstacles is not to go too fast and hit them but to slowly feed the power in and flex over the obstruction; the suspension absorbs the uneven terrain and torque hauls the Jeep over it with less drama than might be expected. The nine inches (229mm) of ground clearance helps too. In wet and muddy conditions care must be taken to avoid wheel spin, which doesn't aid traction. Keeping the power on gently and using low second gear to trickle along usually keeps things moving until the going becomes impassable – despite its incredible abilities, the Jeep won't go everywhere. The MB Jeep is also not too keen on passing petrol stations. In standard form the L-head that displaces 2,199cc returns between 12 and 20 mpg depending on use and track conditions. That said, a petrol station is a good place to stretch the legs on a regular basis as the thin, canvas-covered seats are far from ergonomically designed and there's not much room between the seat and the steering wheel for adopting different driving positions.

In the Press

During the war years, one of the British motorcycle magazines carried out an off-road comparison test with some British military motorcycles and the Jeep and concluded that they were almost evenly matched. This was a considerable achievement by the Jeep when trials riding was a big part of the pre-war scene in which the staff of *The Motorcycle* and *Motorcycling* were steeped. It was a similar story with Britain's car magazines: *Autocar* introduced the Jeep in the guise of a Ford GPW to its readers on December 4, 1942. A fortnight earlier, *The Motor* had tested the 'Peep' in the form of the Ford GP by driving one up Skiddaw in the Lake District with drivers from an 'Infantry Driving and Maintenance School' and concluded that they would make excellent post-war trials cars that competitively could only be bettered by another Peep. It went on to concur with the motorcycle magazine journalists in comparing the GP's off-road abilities to those of a motorcycle. Arthur Bourne of *Autocar* went off-road in an MB in May 1943 and, in a thorough and technical report, was hugely complimentary about its abilities, concluding that it was "truly, an amazing vehicle".

As the war neared its end in 1945, *Autocar* and *Motor Sport* ran off-road tests that specifically asked whether the Jeep would make a good peacetime trials car. Despite fulsome praise of the machine's off-road prowess, oddly both writers failed to predict the advent of 4x4 trials, and seemed to think that the two-wheel-drive sporting car trial crowd would eschew the new technology. The reality was that both types of event would co-exist in post-war years as they do in the present day.

The importance of the new vehicle could not be underestimated; more officially, in his *Report on the Army July 1, 1939 to June 30, 1943*, Chief of Staff of the US Army, General George C Marshall wrote: "A marked improvement in cross-country mobility of tactical vehicles has resulted from the development of the all-wheel drive."

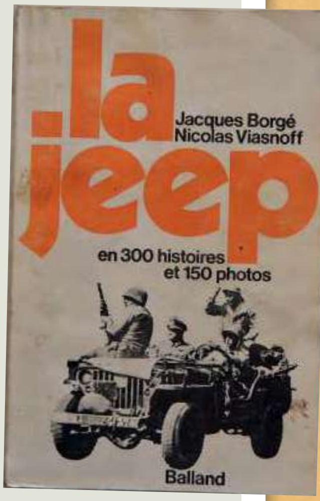
In every theatre of the war from the beaches of Normandy and the mud of the Belgian Ardennes to the jungles of Burma and the sands of Iwo Jima, the Jeep endeared itself to the soldiers of all the allied armies. Fighting machine, ambulance, message carrier, mechanical mule, recreational vehicle – the Willys Jeep was all these things and more. It was the transport of soldiers and generals of many nations, in all types of terrain and in all theatres of operations. It was one of the machines that helped win the war, making the Willys Jeep so much more than just another car.

FURTHER READING

COLLECTABLE

La Jeep

Author: *Jacques Borgé and Nicolas Viasnoff*
Publisher: *Balland*
Year: *1974*
ISBN: *2-7158-0013-4*
Language: *French*
Binding: *Softback*
Pages: *160*
Size: *136x210mm (5.5x8,25in)*
Price: *£33 used (via www.abebooks.co.uk)*
www. n/a out of print



In the military vehicle world, Jeep books are easy to collect as there are so many of them of all ages and sizes. This one may be one of the rarer ones, at least for UK readers, as it's a French-language book from the 1970s. Like most Jeep books, it has chapters on the development, World War Two and the famous GPA Half Safe with the sort of archive photographs and illustrations you would expect. However, as a French publication, it has information and photographs on things that are less frequently found in other Jeeps books. There's some content on Hotchkiss in both M201 and JH101 forms and a section on the famous Rallye des Cimes off-road race in the Pyrenees that started with war surplus Jeeps. There's some information on Jeeps used in French Indochina and the colonial wars in Africa such as the Congo where French mercenaries 'les affreux' were numerous. Finally there's content that considers the plethora of post-war 4x4s spawned by the Jeep concept including a few of the less common ones such as the Delahaye VLR, the Minerva Land Rover, the M151 and Mighty Mite.

This copy was purchased secondhand years ago at a military vehicle event for £15 and, at the time of writing this, there's one copy for sale on line via AbeBooks for more than double that. If you collect Jeep books and want one that's a bit different, this one won't disappoint. It's one I'm very happy to have in my collection.

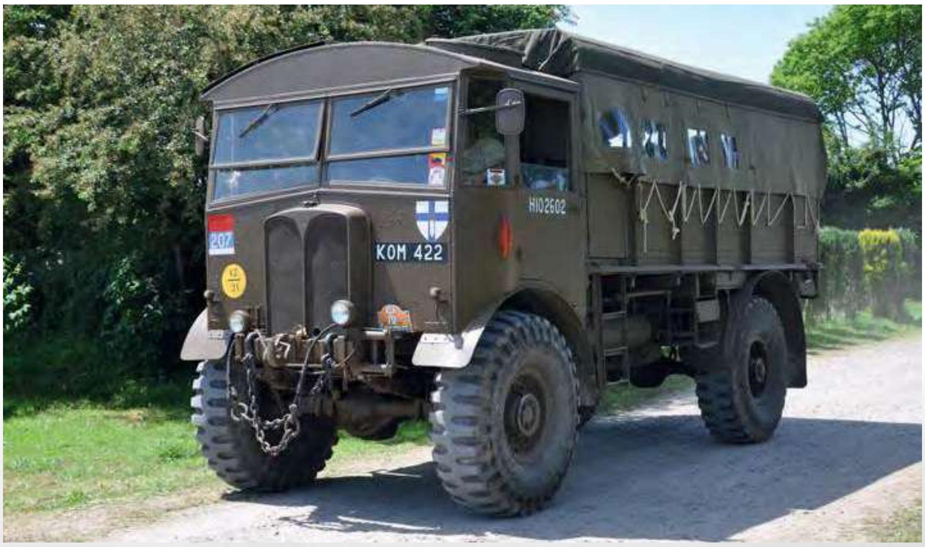
Automobiles AND Aeroplanes

A selection of the allied vehicles in use at the time of D-Day

Matador

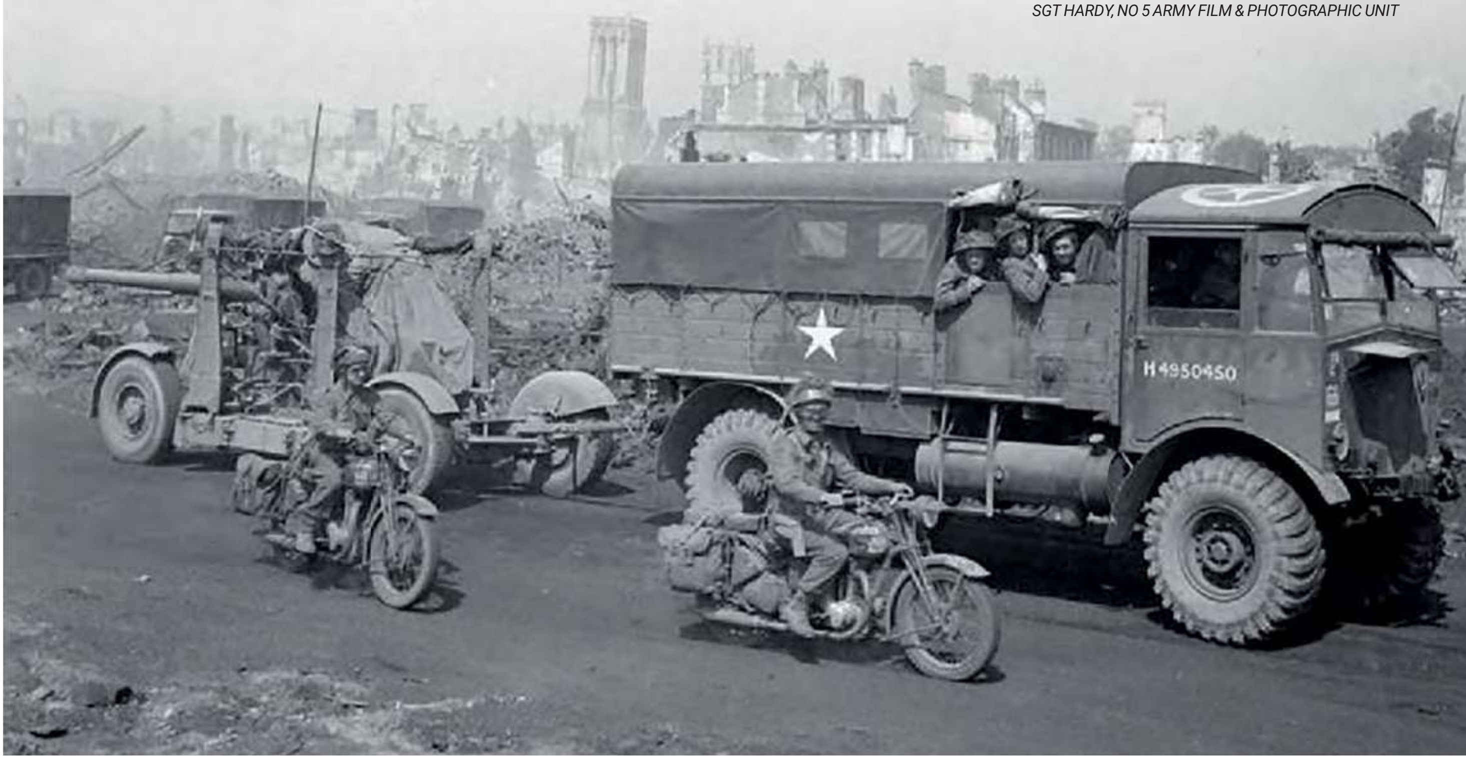
Make: **AEC**
Model: **Matador**
Type: **Medium Artillery Tractor**
Origin: **British**
Engine: **Six-cylinder diesel**
Transmission: **4F1Rx2**

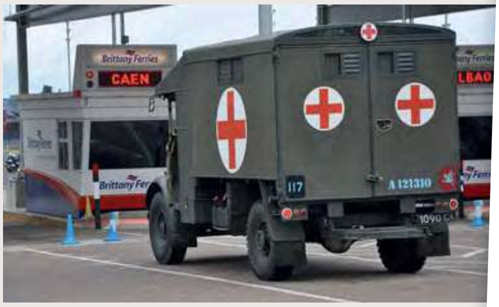
The Associated Engineering Company (AEC) Matador was designed as a gun tractor and introduced in 1939. Its engine displaced 7.58 litres. The cab comprised an ash frame panelled in steel, and the rear load area was fitted with seats to transport the gun crew and their kit. The Matador was equipped with a 7-ton (6.4-tonne) winch for moving and recovering the guns or other vehicles. It followed AEC's policy of naming its models with words beginning with M; ironically it was not nimble or fast, as might be expected of a matador.



BELOW: ***A 3.7in (9.4cm) gun being towed by an AEC Matador through the ruins of Caen.***

SGT HARDY, NO 5 ARMY FILM & PHOTOGRAPHIC UNIT

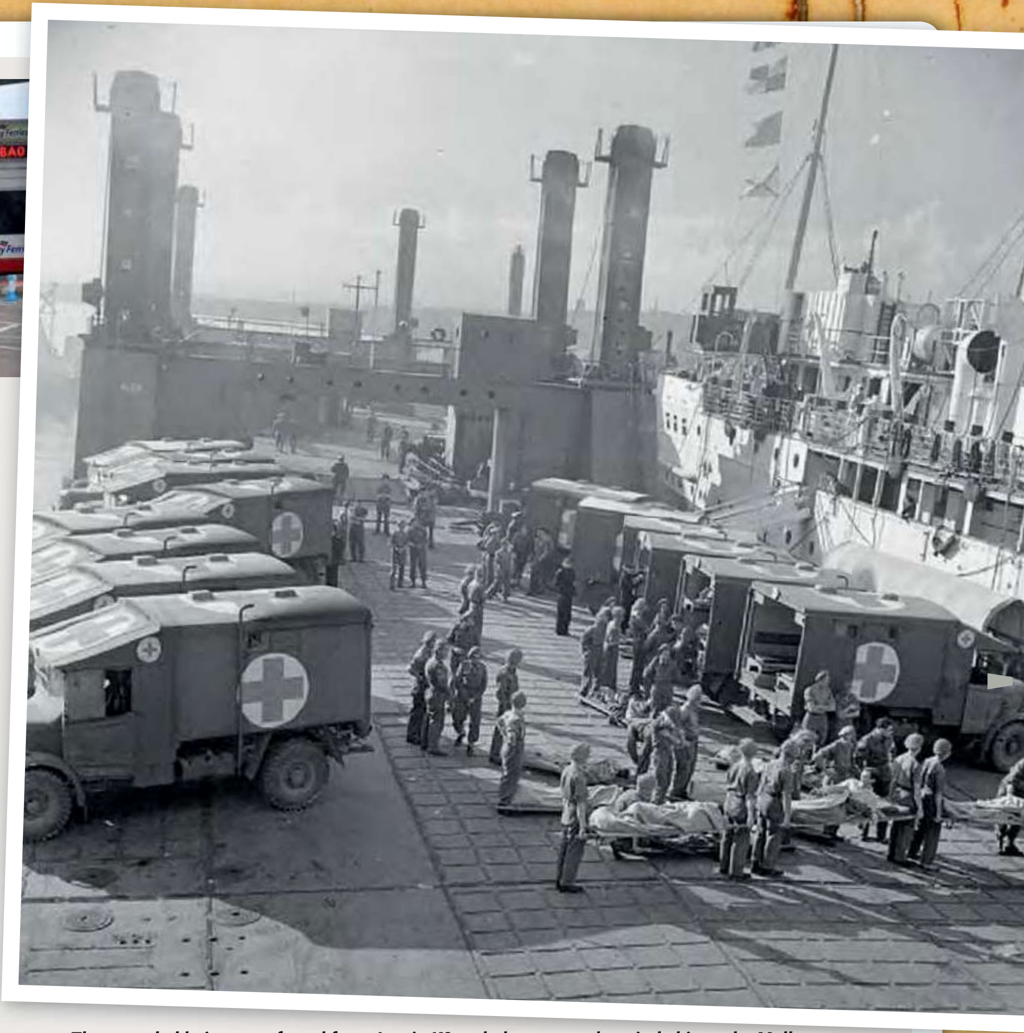




Katy

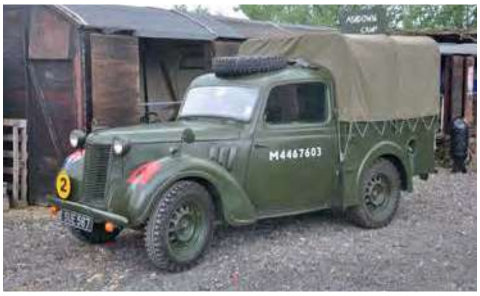
Make: **Austin**
Model: **K2/Y**
Type: **Ambulance 4x2**
Origin: **British**
Engine: **Six-cylinder petrol**
Transmission: **4F1R**

The Austin K2/Y was a British heavy military ambulance that was used by all Commonwealth nations. It was built by Austin, bodied by coach builder Mann Egerton and based on the civilian Austin K30 truck. The K2/Y could carry ten casualties sitting, or four stretcher cases in its rear body, which was known as No.2 Mk I/L and had been developed by the Royal Army Medical Corps. A total of 13,102 K2/Y ambulances were built at the Austin's Longbridge plant almost continuously from 1940 until the war's end. The Austin chassis was one of three main designs fitted with Mann Egerton bodies, others being Morris Commercial CS11/30F and Bedford ML 54 models. One particular K2/Y is famous as the ambulance in the film Ice Cold in Alex.



ABOVE: *The wounded being transferred from Austin K2 ambulances to a hospital ship at the Mulberry artificial harbour at Arromanches, September 1944.* SGT HARRISON, NO 5 ARMY FILM & PHOTOGRAPHIC UNIT

ABOVE: *HRH Princess Elizabeth, a Subaltern in the Auxiliary Territorial Service (ATS), wearing overalls and standing in front of an L-plated Austin Tilly pick-up. In the background is an Austin K2/Y Ambulance, 1945*



Tilly

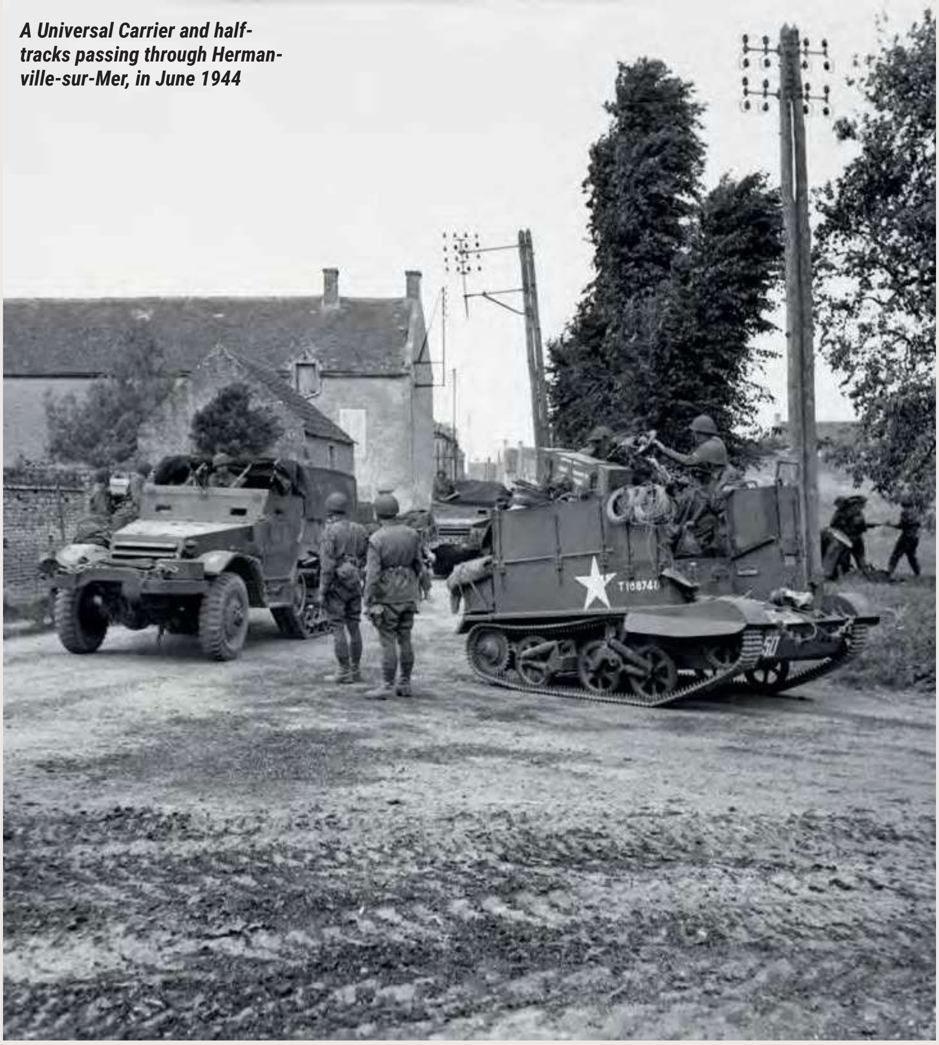
Make: **Austin 'Tilly'**
Model: **10hp G/YG**
Type: **Light Utility 4x2**
Origin: **British**
Engine: **Four-cylinder petrol**
Transmission: **4F1R**

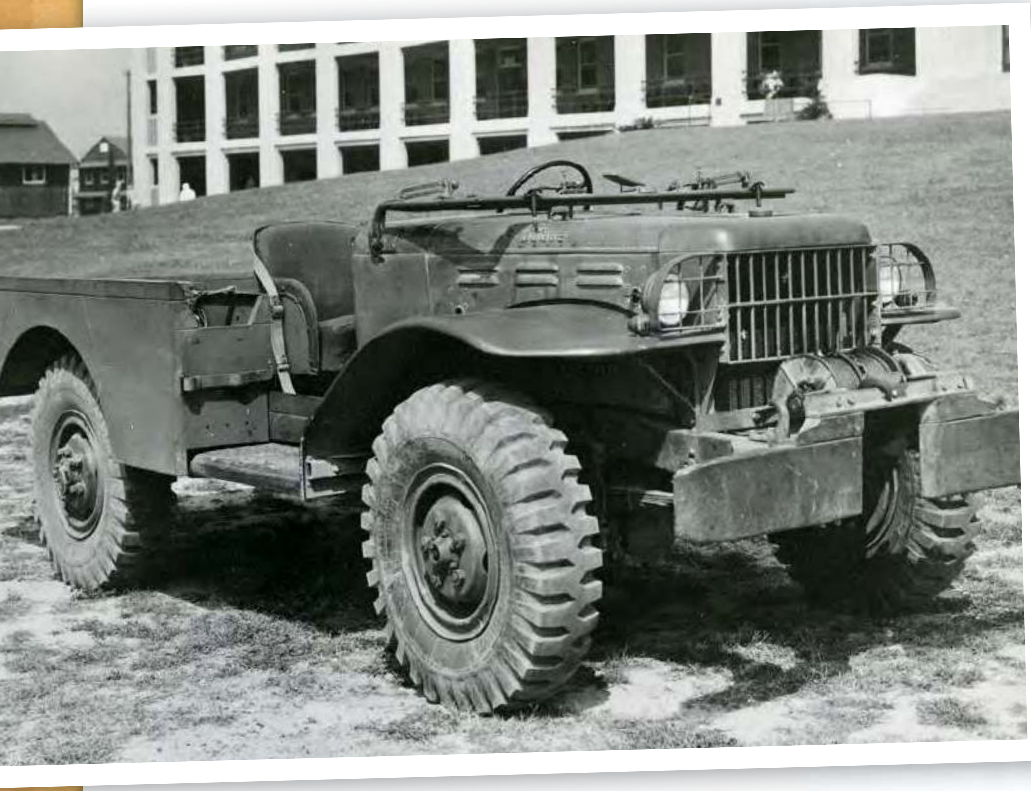
At the outbreak of war and faced with a shortage of utility vehicles, the Ministry of Supply co-ordinated the major British car manufacturers, largely through Lord Nuffield of Morris Motors via Nuffield Mechanisations, to produce utility versions of their existing mid-size saloon cars for military use. These were officially classed as 'Car, Light Utility 4x2' and were made by Austin, Morris, Standard, and Hillman. The rear body was assembled with a pick-up truck load bed covered by a canvas tilt, giving the Utility – slang 'Tilly' – a two-seat cab. The rear bodywork was simple for ease and economy of production.

Carrier

Make: **Aveling-Barford and others**
Model: **Carrier, Universal Mk II and III**
Type: **Light armoured, tracked vehicle**
Origin: **British**
Engine: **Ford V8 petrol**
Transmission: **4F1R**

The Universal Carrier, dubbed 'Bren Carrier' after the light machine gun armament, is a type of light armoured tracked vehicle that could be used either to carry a machine gun or tow a light field gun made by Vickers-Armstrongs. The first types entered service before World War Two but a single improved type, the Universal, was introduced in 1940, with Aveling-Barford, Ford, Sentinel, Thornycroft, and Wolseley Motors all undertaking UK production. It was used widely by British and Commonwealth forces during World War Two for transporting personnel, equipment and weapons. By 1945 production had amounted to approximately 57,000.


A Universal Carrier and half-tracks passing through Hermanville-sur-Mer, in June 1944

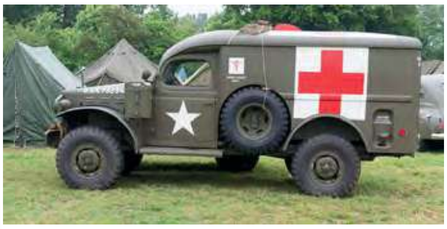

ABOVE: *The WC-52 Truck, Cargo, 3/4 ton, 4x4 Dodge Weapons Carrier was fitted with a Braden MU2 7,500lbs (3.4 tonnes) capacity winch on the front*

Weapons Carrier

Make: **Dodge**
Model: **WC-51/52 Weapons Carrier**
Type: **Truck 3/4 Ton**
Origin: **USA**
Engine: **Six-cylinder petrol**
Transmission: **4F1R**

Dodge was already a supplier of vehicles to the US Army when a new range of vehicles was introduced in 1942. These were the G502 3⁄4-ton 4x4 Truck (Dodge) as the WC-51(without winch) or with winch (WC-52); and a six-wheeled version, the G-507 1 1⁄2-ton 6x6 personnel and cargo truck as the WC 62/63, also without or with winch respectively. Throughout the war, Dodge was the US Army's sole producer of these 3⁄4-ton trucks and supplied 255,193 of these across all variants between April 1942 and August 1945. There were ambulance, command car and 'carry-all' versions.

ABOVE: *US Army Medical Corps personnel cleaning their ambulances in the Orne River near Jarny in north eastern France during 1944. Jarny was liberated during the eastwards push to Nancy and Metz*



Ambulance

Make: **Dodge**
Model: **WC-54 Ambulance**
Type: **Truck 3/4 Ton**
Origin: **USA**
Engine: **Six-cylinder petrol**
Transmission: **4F1R**

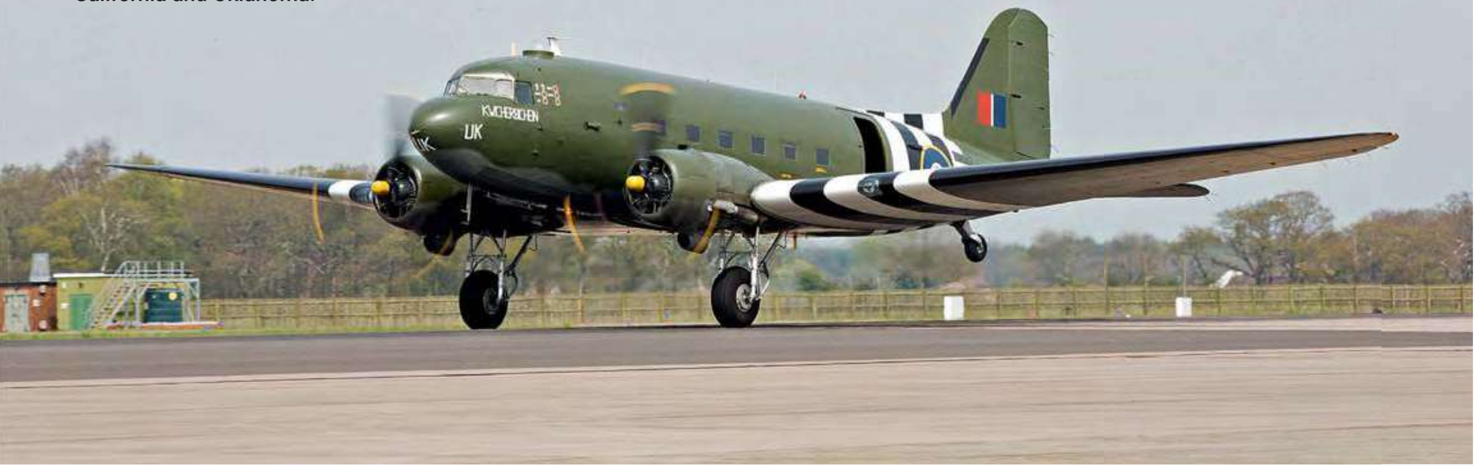
One version of the WC-Series Dodge truck was an ambulance with a closed body made by Wayne Works. It had room for a driver and four to seven patients plus a medic. If the fold-away bunk stretchers were used, four patients could be transported lying down. The WC-54 Truck, 3/4 ton, 4x4 was primarily produced as an ambulance, but a few were modified to serve as radio/telephone trucks for the US Signal Corps. A total of 26,002 WC-54 units were built from 1942 to 1944.

Dakota

Make: **Douglas Aircraft Company**
Model: **C-47 Skytrain/Dakota**
Type: **Military transport aircraft**
Origin: **USA**
Engine: **Twin Pratt & Whitney R-1830**
Transmission: **N/A**

The Douglas C-47 Skytrain, designated the Douglas Dakota by the RAF or 'Gooney Bird' in slang, was developed from the civilian Douglas DC-3 airliner. It was used extensively by the Allies during World War Two and differed from the civilian DC-3 in numerous details, including being fitted with a cargo door, hoist attachment and a strengthened floor, along with a shortened tail cone for glider-towing shackles and an astrodome in the cabin roof. During the war, the armed forces of many countries used the C-47 and modified DC-3s for the transport of troops, cargo, and the wounded. In Europe, the C-47 was employed in vast numbers to tow gliders and drop paratroops, more than 50,000 of whom were dropped by C-47s during the first few days of the invasion of Normandy. More than 10,000 C-47s were produced in California and Oklahoma.

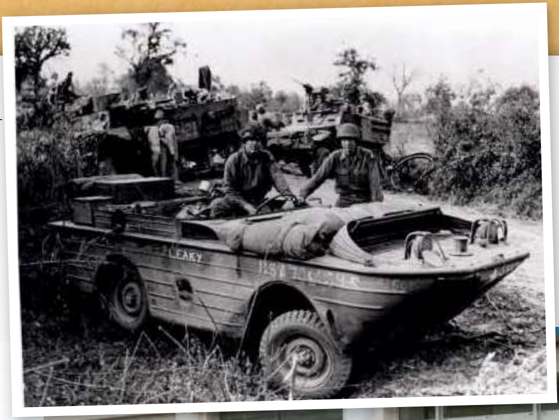
ABOVE: *82nd Airborne Pathfinders and USAAF flight crew prior to D-Day, in front of a C-47 Skytrain at RAF North Witham, known as USAAF Station AAF-479 for security reasons during the war, and by which it was referred to instead of location. Its USAAF Station Code was NW and it was allocated to the USAAF Troop Carrier Command in August 1943*



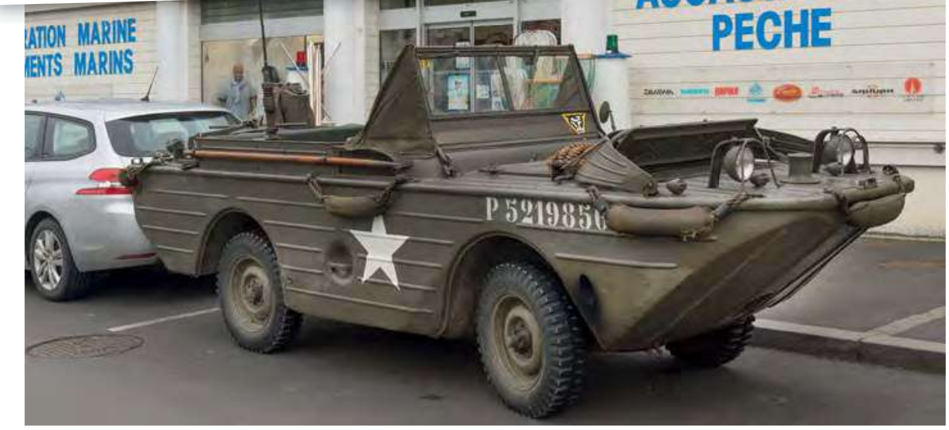
Amphibious Jeep

Make: **Ford**
Model: **GPA**
Type: **Truck 1/4 Ton Amphibian**
Origin: **USA**
Engine: **Four-cylinder petrol**
Transmission: **3F1Rx2**

While Ford built plenty of Willys Jeeps as the Ford GPW, the GPA amphibian was wholly a Ford product. It was developed by Marmon-Herrington with the assistance of a firm of naval architects, Sparkman & Stephens Inc, and the Ford Motor Company. The powertrain of the vehicle comprised GPW Jeep components while the chassis frame, hull and fittings were unique to the project vehicle. They were designated GPA, based on Ford GPW parts while the A suffix signified amphibious. Work progressed quickly and on February 18, 1942 a functional prototype was demonstrated in Dearborn, Michigan. In military parlance the vehicle was known as the Truck, 1/4ton, 4x4, Amphibious but it soon became generally referred to as the Seep – a contraction perhaps of sea-Jeep with the obvious reference to water ingress!



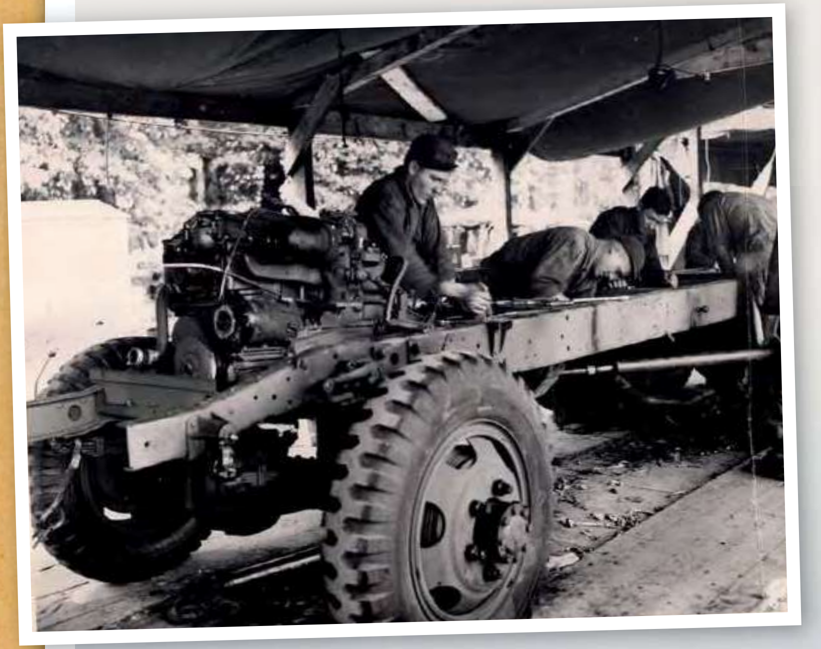
LEFT: ***'Leaky' was a GPA used in Normandy in 1944. The photo was taken near Gilles, west of St Lô by George Greb. Also in the photograph are M3 and M4A1 half-tracks. The picture shows Cpl Lawrence Lacey of DeRidder, Louisiana (sitting) and Pvt Vincent McAlevy of Chicago, Illinois with their cynically nicknamed GPA Seep. The censor has obscured unit markings on the GPA and the soldiers' shirt sleeves***



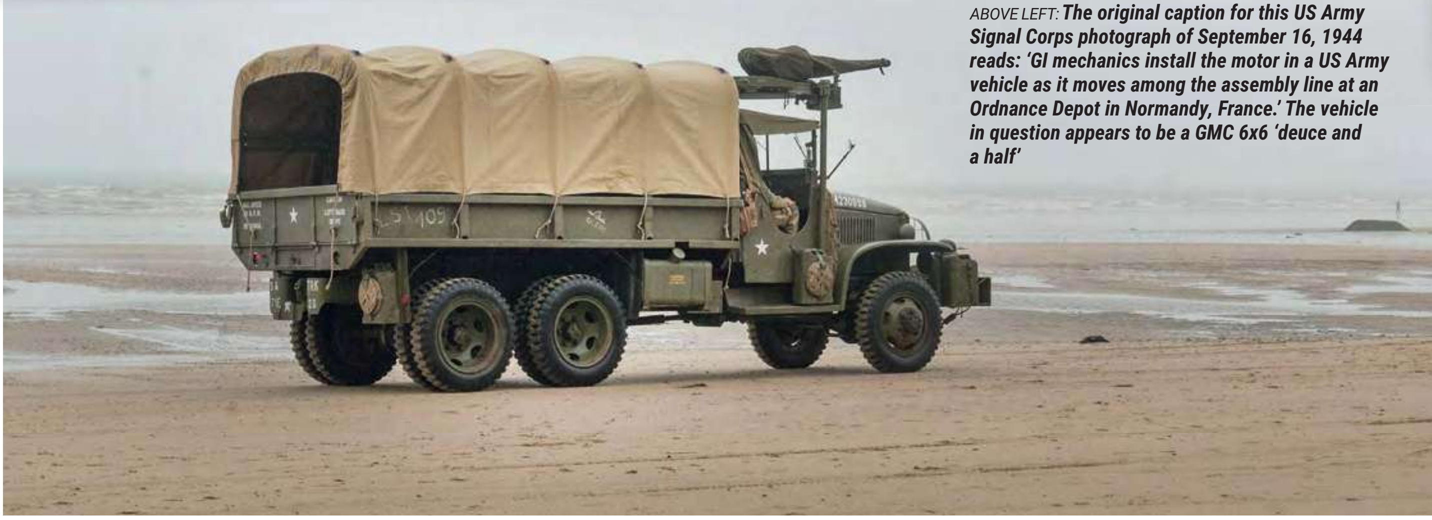
Deuce and a Half

Make: **GMC**
Model: **CCKW-353**
Type: **Truck 2 1/2 Ton 6x6**
Origin: **USA**
Engine: **Six-cylinder petrol**
Transmission: **5F1Rx2**

By 1940 the US Army Ordnance Corps had developed a specification for 2 1⁄2-ton load-rated 6x6 tactical trucks that could operate on- and off-road in all weathers. General Motors Corporation (GMC), already supplying modified commercial trucks to the Army, devised the CCKW. It was selected by the army and went into production at GMC's Yellow Truck and Coach Division's plants in Pontiac, Michigan. Later, because of demand, they were also manufactured at GM's Chevrolet plant in St. Louis, Missouri. By the end of production in 1945, 562,750 CCKWs of all variants had been built, a total second only to that of Jeep production. There were closed- and open-cab models, winch-equipped versions, office and workshop-bodied types, among others. The truck was used in all theatres of operations and universally known as the 'deuce and a half'.



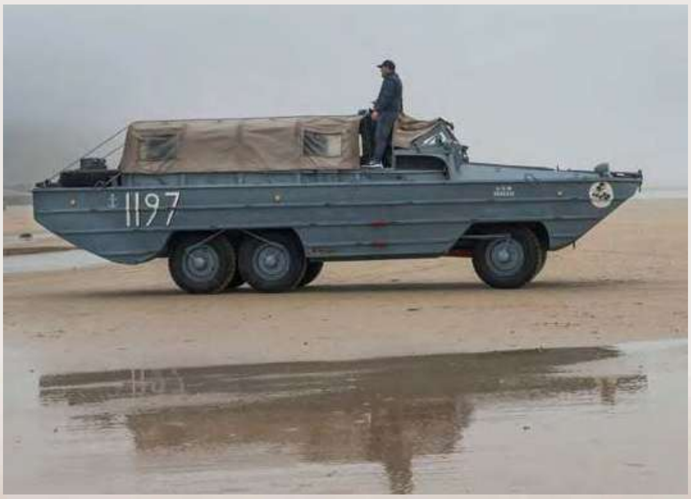
ABOVE LEFT: ***The original caption for this US Army Signal Corps photograph of September 16, 1944 reads: 'GI mechanics install the motor in a US Army vehicle as it moves among the assembly line at an Ordnance Depot in Normandy, France.' The vehicle in question appears to be a GMC 6x6 'deuce and a half'***



Duck

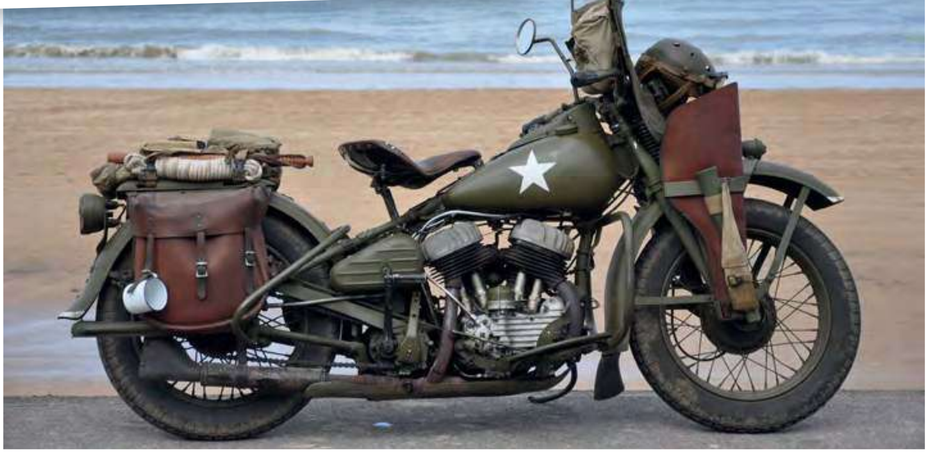
Make: **GMC**
Model: **DUKW-353**
Type: **Truck 2 1/2 Ton 6x6**
Origin: **USA**
Engine: **Six-cylinder petrol**
Transmission: **5F1Rx2**

The DUKW – aka Duck – was an amphibious truck designed by a partnership of Sparkman & Stephens and General Motors and was used for the transportation of goods and troops over land and water. The vehicle excelled at approaching and crossing beaches during amphibious landings because of its 6x6 transmission and tyre pressures that could be altered while in use – lowered pressures helped on soft sand. The DUKW was built around the GMC CCKW 6x6 truck incorporated into a watertight hull. The transmission drove a transfer case for the propeller while a power take-off (PTO) on the transmission drove the air-compressor that allowed tyre pressure changes. The DUKW was supplied to the US Army, US Marine Corps and Allied forces, with 2,000 supplied to Britain under the Lend-Lease programme.



BELOW: ***US Army 'Ducks' of the 470th and 819th Amphibious Truck Companies go down a ramp through the wreckage of dock warehouses at Le Havre in November 1944. The Ducks are unloading fuel from ships anchored in the Normandy port***

LEFT: ***The RAF moves up to the front in France. This convoy is about to leave Creully, inland from Gold and Juno beaches, northwest of Caen in July 1944. The motorcycle escorts are mounted on lend-lease Harley-Davidson WLCs***



Harley 45

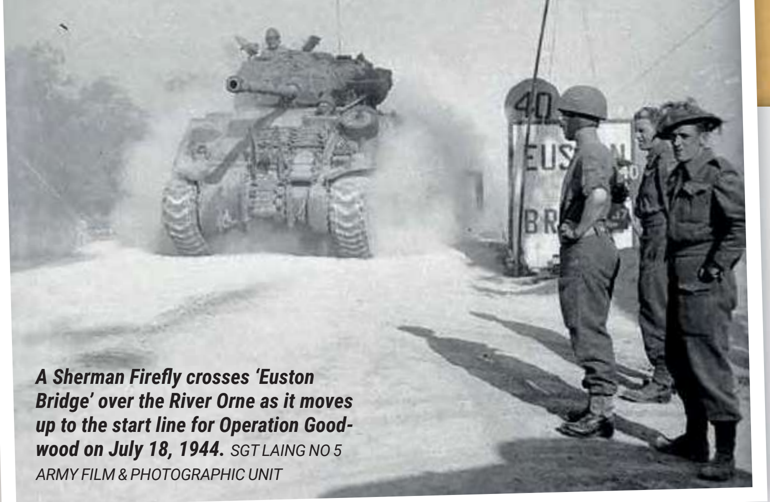
Make: **Harley-Davidson**
Model: **WLA/WLC**
Type: **Solo motorcycle**
Origin: **USA**
Engine: **V-twin petrol**
Transmission: **three-speed**

The Harley-Davidson WLA – WL Army – was produced to US Army specifications during World War Two. It was based on a pre-war civilian model, the WL, and is a 45 Solo type, so called because of its 45 cu in (738cc) displacement and single-rider design. Harley-Davidson began producing the WLA in small numbers in 1940 as part of a general military expansion, and US entry into the war led to increased production. Around 88,000 were built during the war along with spare parts that equated to many more. Harley-Davidson would also produce a variant for the Canadian Army, the WLC – WL Canada – as well as supplying smaller numbers to the UK, South Africa and other allies. Thus, war-time machines all came to be known as 42WLAs in recognition of the continued use of the same specification. Many WLAs would be shipped to allies under the Lend-Lease programme – the Soviet Union took more than 30,000.

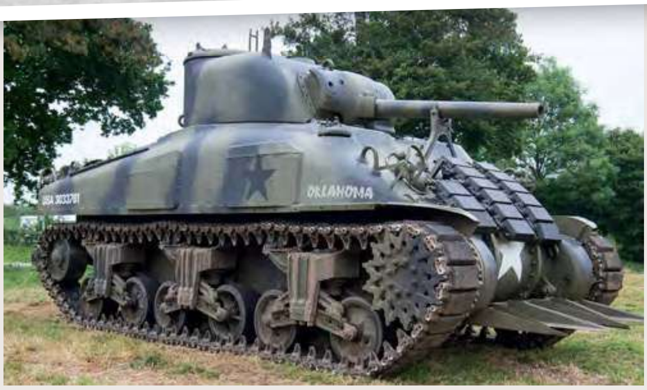
Sherman

Make: **Various**
Model: **M4 Sherman**
Type: **Armoured Fighting Vehicle**
Origin: **USA**
Engine: **Bedford 12-cylinder 350hp**
Transmission: **four-speed**

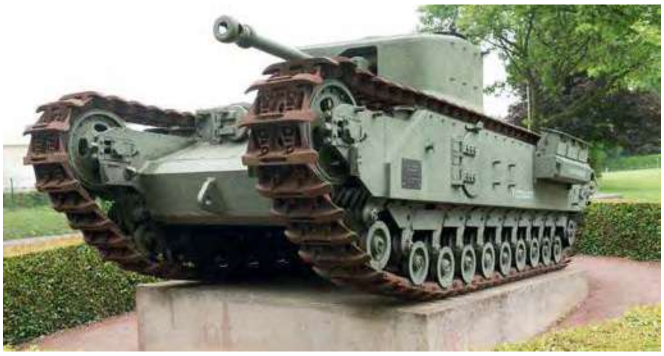
The M4 Sherman, named after the American Civil War General William Tecumseh Sherman and officially the Medium Tank, M4, was the most widely used medium tank by the Allies of World War Two. The M4 evolved from the M3 Medium Tank and retained much of the previous mechanical design but had the main 3-in (75mm) gun in a fully traversing turret. The designers stressed mechanical reliability, ease of production and maintenance, durability, standardisation of parts and ammunition in a limited number of variants, and moderate size and weight. The M4 Sherman proved to be reliable, relatively cheap to produce and available in great numbers from numerous manufacturers. Thousands were distributed through the Lend-Lease programme to British, Commonwealth and Soviet Union forces. By 1944, the M4 was inferior in firepower and armour to increasing numbers of German heavy tanks but was able to fight on with the help of numerical superiority, greater mechanical reliability, better logistics and support from growing numbers of fighter-bombers and artillery. Some Sherman's were produced with a more capable gun, the 76mm gun M1, or refitted with an Ordnance QF 17-pounder by the British and known as the Sherman Firefly.



A Sherman Firefly crosses 'Euston Bridge' over the River Orne as it moves up to the start line for Operation Goodwood on July 18, 1944. *SGT LAING NO 5 ARMY FILM & PHOTOGRAPHIC UNIT*



Churchill



Make: **Vauxhall**
Model: **Tank Infantry Mk VII**
Type: **Armoured Fighting Vehicle full-track**
Origin: **British**
Engine: **Bedford 12-cylinder 350hp**
Transmission: **four-speed**

The first Churchill tanks, designed by Belfast's Harland and Wolff, were produced in late 1940 but in quick succession various marks followed until by 1944 the Mark VII had six-inch thick frontal armour and a 75mm gun. Churchill tanks saw widespread action in Normandy during the Battle for Hill 112 and Operation Bluecoat, as well as subsequent operations in the Low Countries and into Germany. They were also the basis for numerous specialist armoured designs such as Armoured Recovery Vehicles (ARV) and Royal Engineers tanks known as Arks, Goats and Carpet Layers to assist in tackling soft sand, beach obstacles and sea walls.

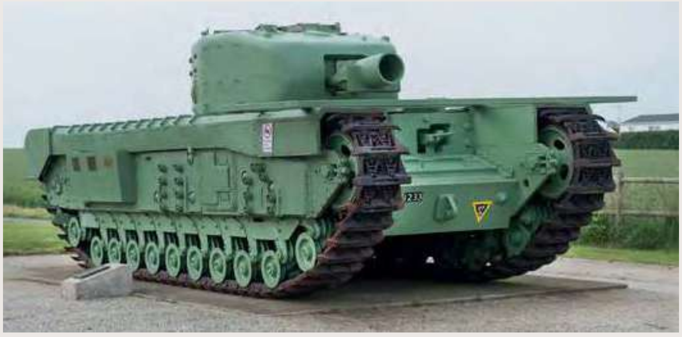
RIGHT: ***Track repairs for a Churchill tank in the Villers-Bocage area, August 4, 1944. A Churchill Armoured Recovery Vehicle (ARV) is seen behind it.*** *SGT MAPHAM J, NO 5 ARMY FILM & PHOTOGRAPHIC UNIT*

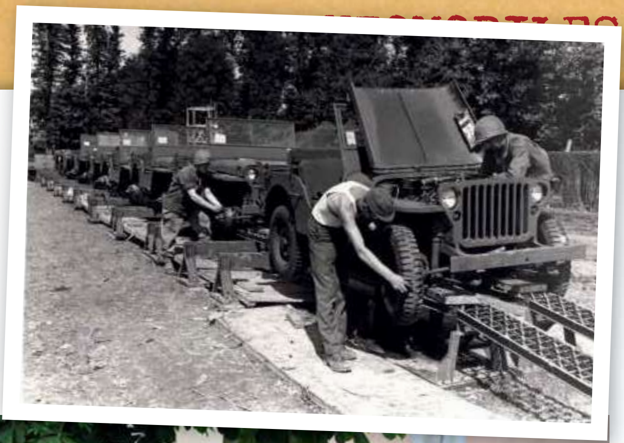
RIGHT: ***Universal Carriers of 2nd Middlesex Regiment (3rd Division's MG battalion) pass a Churchill AVRE of 77th Assault Squadron, 5th Assault Regiment, in La Brèche d'Hermanville, June 6.*** *SGT MAPHAM J, NO 5 ARMY FILM & PHOTOGRAPHIC UNIT*

AVRE Churchill

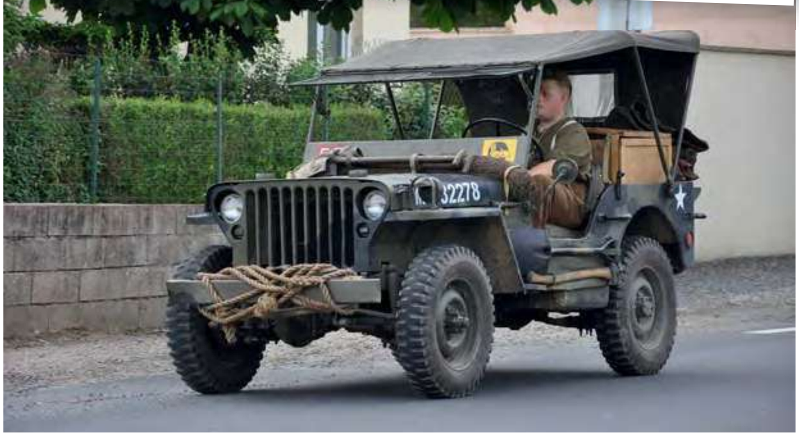
Make: **Vauxhall**
Model: **Assault Vehicle Royal Engineers (AVRE)**
Type: **Armoured Fighting Vehicle full-track**
Origin: **British**
Engine: **Bedford 12-cylinder 350hp**
Transmission: **four-speed**

One of the specialist variants of the Churchill that proved its worth on D-Day had been developed following the difficulties encountered during the Dieppe raid of 1942. One of the reasons that the assault failed and was so costly was because of the difficulties of destroying beach obstacles while under fire. The AVRE was a Churchill Mark III or IV equipped with the 'Mortar, Recoiling Spigot, Mark II', or Petard, an 11in (28cm) spigot mortar that threw the 40lb (18kg) Bomb Demolition Number 1, aka flying dustbin, with a 28lb (12.8kg) high-explosive warhead. It was designed for assaulting the concrete coastal fortifications.





RIGHT: ***An open-air assembly line in Osmanville near Isigny, Normandy, in July 1944. Disassembled Jeeps in crates were shipped to Normandy direct from America and assembled ready for use. Previously many were shipped to the UK for assembly***



MB Jeep

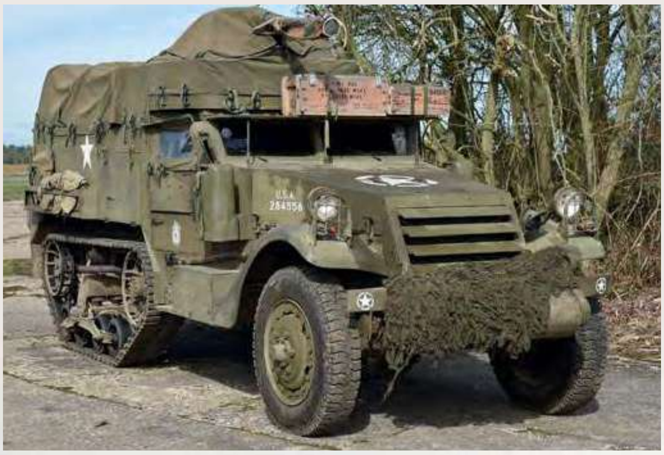
Make: **Willys-Overland**
Model: **MB**
Type: **Truck, 1/4 Ton, 4x4**
Origin: **USA**
Engine: **Go Devil, 4-cylinder**
Transmission: **3F1Rx2**

Production of Willys MB Jeeps started in November 1941 and ran until early March 1942. Then Willys-Overland received a truck manufacturing stop order from the War Production Board on March 4, 1942 and completely turned its attention to the 1/4-ton 4x4 Jeep MB. A revised version of the Willys MB started being produced in the spring of 1942 as the trademarked body tub was discontinued. Demand for the new vehicle soon outstripped supply so Ford's massive manufacturing capability was co-opted, and Edsel Ford accepted a US$14.6m contract in November 1941 to manufacture 15,000 Willys MBs. The Ford-built examples were designated GPW, although parts were interchangeable at US government insistence. Ford production started in January 1942 and ceased on July 30, 1945 by which time Ford had manufactured 277,896 GPW Jeeps. From January 1944 both companies used a standardised body until the end of the production run. Willys MB production was halted in late September 1945; by then, Willys had built 358,489 MB Jeeps.

Half-Track

Make: **White**
Model: **M2A1**
Type: **Armoured half-track**
Origin: **USA**
Engine: **Hercules six-cylinder**
Transmission: **4F1Rx2**

While it is a US Army White M2A1 half-track that is pictured here, there were versions and variants made by several US manufacturers including Autocar, Diamond T, International Harvester, and White. Some International Harvester versions were supplied lend-lease to Britain. The half-track was sent to artillery units as the prime mover and ammunition carrier for the 4in (105mm) howitzer, and to armoured infantry units for carrying machine gun squads. It was also issued to armoured reconnaissance units as an interim solution until more specialised vehicles were available. Between 1942 and 1943, both the M2 and M3 versions would receive numerous modifications to the drive train, engine and accessories. Total production of M2 and derivatives by White was about 13,500.



BELOW: ***A floating causeway of the Mulberry artificial harbour off Omaha Beach, Normandy, on June 16, 1944 with a US half-track being disembarked and driving toward the shore***

BAIV in Normandy

Experience the living history of D-Day

In 2019 BAIV (British & American Infantry Vehicles) will organise a D-Day Experience at Vierville-sur-Mer, Omaha Beach. This unique event, for up to 75 guests, will follow in the footsteps of Allied troops and commemorate a significant period of military history. The 'BAIV 75th Anniversary D-Day Experience' represents a once-in-a-lifetime opportunity, that will honour the men who landed in Normandy in June 1944 and helped bring about victory over the Nazi regime in Europe.

In June 2019 it will be exactly 75 years ago that Allied troops landed on the beaches of Normandy.

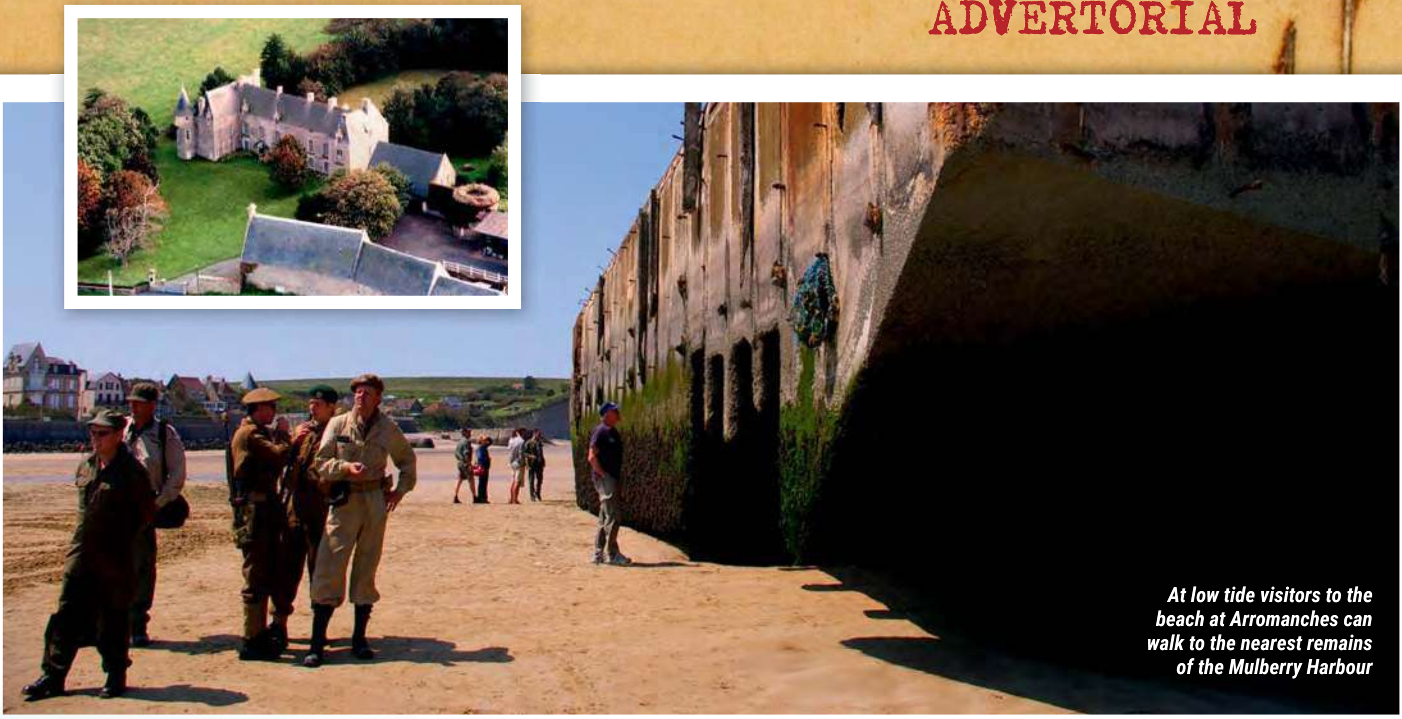
The anniversary will be celebrated and commemorated extensively in Normandy by World War Two historians and military vehicle collectors from all over Europe. However, many of BAIV's clients live overseas and so it is difficult for them to bring their own vehicles to join in with the event. Shipping costs are immense, a situation that is further complicated by some of the local regulations.

For overseas guests

Acknowledging the issues, BAIV decided to organise a unique D-Day Experience in Normandy. From May 30 until June 9 BAIV will run a historic military campsite in Vierville-sur-Mer, within walking distance of Omaha Beach.

It was along this very stretch of coastline that the 29th US Infantry Division suffered heavy casualties in its struggle to breach the ferocious German defences.

BAIV's visitors will tour the historic sites in Normandy in genuine World War Two vehicles



At low tide visitors to the beach at Arromanches can walk to the nearest remains of the Mulberry Harbour

The **'BAIV 75th Anniversary D-Day Experience'** is aimed at all those, be they historians or collectors, who have longed to stand in tribute on the beaches of Normandy and to absorb the emotions that are created in the area's military cemeteries.

Be part of an international group of comrades commemorating a shared history by becoming a member of this unique set-up.

You stay in a WW2 Military Camp

The campsite 'Dog Green Camp' will be located in the grounds around Château de Vierville, an important Second World War site. Between 1942 and the invasion, the Château was owned by a German family called Kaufmann; however, it was confiscated by the Germans to house engineers and workers from Organisation Todt while building the Atlantic Wall defences. After June 6, 1944 the Headquarters of the 11th Port was established in and around the castle under the command of Colonel Richard Whitcomb, it was he who was responsible for building the Mulberry A (American) harbour at Vierville-sur-Mer. Engineers started working on the harbour from D-Day +2 and it remained in operation until a heavy storm destroyed the operational capability of the harbour on June 19. From that point on, the large landing ships were intentionally stranded on the beach at half tide and unloaded at low tide. At high tide they were able to return to sea.

Despite the historic set-up of the campsite, guests will be offered 21st century facilities, including electricity, showers, toilets and various other amenities, such as Wi-Fi.

FOSTEX GARAGE
ARMY

BAIV BV

Serving Military History

Many companies, active in the preservation of historical military vehicles, were started by dealers in surplus military equipment or by retired servicemen. BAIV opted for a completely different approach. The team has been developed from motivated young people who have been trained on the job. Currently we have 15 full time employees with an average age of 37, all dedicated to restoring historical World War Two armoured vehicles and tanks.

The history of BAIV (British & American Infantry Vehicles) goes back to 1976 when Ivo Rigter Sr. started work in his father's garage restoring his first World War Two vehicle at the age of just 15! As the years rolled on, work was carried out on several similar projects with a group of like-minded enthusiasts and in 2012, he and his son Ivo Rigter Jr, decided to set up a business. Since then BAIV has increasingly specialised in restoring, rebuilding, supplying and servicing historical WW2 armoured vehicles and tanks, backed by a dedicated team of skilled staff. The firm is SCC certified by TüV and is an official training and learning company for professionals certified by the VOC and Innovam. BAIV prides itself in providing a firm focus on the Customer Experience (CEx), which involves its clients receiving regular updates (via photos and video) on the progress of their vehicle's restoration.

The team approach is unique Workshop Manager Ruud Caspers is supported by three foremen who are responsible for all the daily activities in the workshop. Ivo Jr. as Project Manager covers (reverse) engineering (3D-CAD), sales support, finance and accounting, documentation and work preparation. Finally Ivo Sr. looks after all the general business and sales.

The 'BAIV Academy®' is the internal institute that supports the crew with knowledge and skills training. One of the most exciting things about working on vehicles at BAIV is getting the opportunity to use original military manuals and documentation which were produced by all branches of the services. A phrase that crops up in many is: "published for the information and guidance of all concerned" and this holds as true today as it did when it was written – stripping away the years to explain how things work and should be handled.

This also comes with a major challenge – the trade-off between 'originality' and 'functionality'. In this respect it is important to know what the clients want to do with their vehicles. If they are being restored for display in a museum the need for reliability is completely different to what is required when they are being used for re-enactment purposes, tours or even to drive the family around in at weekends.

BAIV will always remain flexible to meet the demands of the customer. As we like to tell our customers: 'The answer is yes! Now what's the question?'

Since 2012, with its dedicated team of skilled staff, BAIV has specialised in restoring, rebuilding, supplying and servicing World War Two armoured vehicles and tanks

Historic tours in World War Two army vehicles

The **'BAIV 75th Anniversary D-Day Experience'** will also include guided day tours along small paved and unpaved roads to important battle sites where our historians will explain the heroic deeds of the soldiers who fought there. Your itinerary will include a visit to the Normandy US War Cemetery to pay a special tribute to the fallen soldiers, and there will be time for you to participate in various local events.

What sets our tours apart is that they are carried out in historic WW2 military vehicles and armoured cars, these being the basis of BAIV's business. This is the ultimate way to experience the history of the invasion of Normandy, creating a unique atmosphere that you will never forget!

BAIV would love to welcome you to Normandy in 2019.

Be there!
experience the history!

75th Anniversary of Operation Overlord and The Invasion of Normandy June 6th 2019

Meet us or even better ...
Sign in for our D-Day Experience
at Dog Green Camp Omaha Beach
from May 30th till June 8th

The answer is Yes! What is your Question?

www.BAIV.nl

Projects, Purchasing & Engineering +31 6 361 99 201 (Ivo Jr)
Workshop / Chef de Atelier +31 6 365 73 612 (Ruud)
General issues and Sales +31 6 518 22 502 (Ivo Sr)
Email address info @ BAIV . nl

Information

Places to see and things to do in Normandy

Daks over Normandy

June 6, 1944 marks the date on which almost 160,000 Allied troops stormed the Normandy beaches to start the liberation of Western Europe. The assault was preceded by 24,000 troops who parachuted in or arrived by glider. The most important aircraft in the operation were the Douglas C-47 Skytrains – Dakotas. More than 800 of these winged workhorses carried the airborne units into battle across the English Channel.

June 2019 will see 'Daks over Normandy' take place to honour those who liberated Europe and will be a once-in-a-lifetime event when the skies over the United Kingdom and Normandy, France, will be filled with Douglas DC-3/C-47 Dakotas and hundreds of paratroopers.

It is the first time since World War Two that so many of these magnificent aircraft will be assembled in the very place where they saw their finest hour. From June 2-9, 2019 more than 30 DC-3/C-47s will come together. Their owners and operators will fly them in from all over the globe: from Scandinavia, The Netherlands and the rest of Europe as well as Canada, the USA and even from as far away as Australia.

The Daks over Normandy event is being held in two locations: from June 2-5, at Duxford Airfield in the UK and June 5-9 at Caen's Carpiquet Airport in Normandy, France. Both locations have been carefully chosen because of their facilities and infrastructure and because of their World War Two heritage.

On June 5, about 250 men and women will board the aircraft in the United Kingdom to fly across the English Channel and to jump into the historic drop zones of Normandy, as happened 75 years before. They will be wearing World War Two-style allied uniforms and will jump with military round parachutes. During the airport open days everyone can come, see and touch the aircraft. At the air market there will be all kinds of aviation-related items.

www.daksovernormandy.com

Cultural Experience

The expert historian on The Cultural Experience's 2019 D-Day: Operation Overlord tour (July 29 - August 2, 2019) is Dr Simon Trew, lecturer at the Department of War Studies, Royal Military Academy, Sandhurst, who has published widely on the Normandy campaign and World War Two in general. During the tour, which visits the five landing beaches, the flanking airborne landing zones and follows the initial inland thrusts, Simon puts the pivotal events of June 6, 1944 into context with analysis of the strategic thinking, planning and logistics.

Immediately afterwards, Simon leads a second tour, Battling through the Norman Bocage (August 2-7, 2019), which follows the route of the Americans as they broke out from Omaha Beach, linked up with those from Utah and the airborne divisions, and then thrust into the Norman countryside where they encountered unexpected difficult terrain and tenacious German resistance. Further details at www.theculturalexperience.**com/historical-periods/guided-world-war-2-tours.**

Jerusalem War Cemetery

D6 Chouain, 9km south-east of Bayeux

Jerusalem War Cemetery, located near the tiny hamlet of Chouain between Bayeux and Tilly-sur-Seulles, is the smallest British World War Two cemetery of Commonwealth soldiers in Normandy, France. The area was the scene of bitter fighting when a German armoured column sought to retake Bayeux shortly after its liberation. Containing only 47 burials including one unidentified person and one Czech grave, it was established on June 10, 1944 when nearby farm buildings were being used by the Royal Army Medical Corps (RAMC) as an advanced dressing station. As the fighting moved further south, the cemetery was no longer needed. Two army chaplains are buried at Jerusalem, both killed in July 1944. It is also the final resting place of Private J Banks of the 8th Battalion Durham Light Infantry. When he was killed on July 21, 1944 he was just 16 years old.
www.cwgc.org

Orglandes German War Cemetery

Orglandes War Cemetery is a German World War Two cemetery in Normandy, France, located on the northern edge of the village of Orglandes. The 10,152 interred died during the summer of 1944, immediately following D-Day and the Battle of Normandy. The entrance is marked by a small house surmounted by a bell-tower. The cemetery consists of 28 rows of graves, each marked by a stone cross and detailing the name, date of birth and date of death of each of the six or more dead soldiers buried to each cross. The cemetery is administered by the German War Graves Commission, the Volksbund Deutsche Kriegsgräberfürsorge. The landscaping was completed in 1958 and the cemetery was inaugurated on September 20, 1961.
www.volksbund.de

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GERHARD RICHTER
PETER HERRSEL
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St-Manvieu British War Cemetery

Route de Saint-Manvieu, 14980 Rots (on the D9 to the west of Caen)

Those interred in the Saint-Manvieu War Cemetery died for the most part in the fluctuating battles including Operations Epsom and Jupiter, of which the battle for Hill 112 was part. They were killed from mid-June to the end of July 1944 in the region between Tilly-sur-Seulles and Caen. The cemetery contains 1,627 Commonwealth burials of World War Two, 49 of them unidentified. There are also 555 German burials. The cemetery was designed by Philip Hepworth who was appointed as one of the principle architects by what was then the Imperial War Grave Commission. The entrance is reached via a short grass pathway on a slight incline. There is a paved lay-by for parking. **www.cwgc.org**

Tilly-sur-Seulles Commonwealth War Cemetery

Rue de Balleroy, Tilly-sur-Seulles. 1km west on D13

There was heavy and fluctuating fighting in the vicinity of Tilly-sur-Seulles soon after the landings involving both the British 49th (West Riding) Infantry and the 50th (Northumbrian) Infantry Divisions. Tilly itself was not captured until June 18 and fighting continued in the vicinity until mid-July. The Commonwealth War Graves Commission cemetery contains 990 Commonwealth burials of World War Two and 232 German graves. **www.cwgc.org**

America Gold Beach Museum

2 Place de l'Amiral Byrd, 14114 Ver-sur-Mer

The America Gold Beach Museum in Ver is two museums in one building. One part is devoted to the first aeroplane to cross the Atlantic as a postal flight, named The America. Its destination was Paris, but it ditched in the sea off Ver in 1927. The Gold Beach museum is dedicated to the events of World War Two. Ver was in the beachhead of the British landings on D-Day and the nearby B3 aerodrome was the landing site for Winston Churchill during his visit to the area in July 1944. Information, dioramas and items donated by veterans are displayed.

Meanwhile, Ver has been chosen as the site for the new British memorial, which will honour the more than 22,000 soldiers, sailors, marines and airmen who died fighting under British command during the Battle of Normandy. The aim is to complete as much of it as possible by the anniversary. **http://goldbeachmusee.fr**

CENTRE SAINT EXUPERY
JSEE AMERICA GOLD BEACH

New Rough Guide

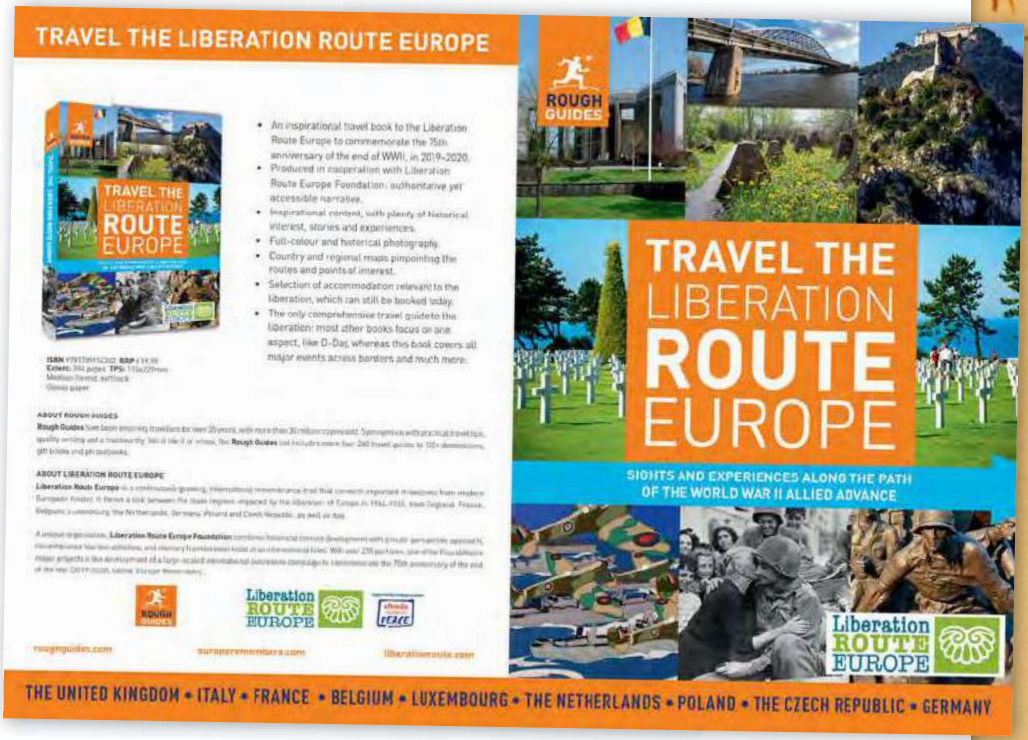
A unique travel guide to commemorate 75 years of the liberation of Europe has been announced. A collaboration between Liberation Route Europe Foundation and Rough Guides, the book will cover hundreds of locations through regions in nine different countries, focusing on the liberation routes of the allied advance. It is considered a unique contribution to remembrance tourism and will make this important part of European history accessible to a wide audience.

Rémi Praud, managing director of Liberation Route Europe Foundation, said: "We are excited to work together with Rough Guides, a leader in innovative travel publishing, on this new project. By combining their experience with Liberation Route Europe's expertise in this field, we have found a special way to commemorate the 75th anniversary of the liberation of Europe."

Scheduled for publication in July 2019, it combines experiences en route, such as the daily sunset march in Nijmegen in the Netherlands with a comprehensive list of sights along the Liberation Route Europe. The aim is to represent a new step in uniting the story of the liberation of Europe across borders.

Rough Guides has sold more than 30 million copies in its 35-year history. Synonymous with practical travel tips, quality writing and a trustworthy 'tell it like it is' ethos, the Rough Guides list includes more than 260 travel guides to 120+ destinations, gift books and phrasebooks.

Liberation Route Europe is a continuously growing, international remembrance trail that connects important milestones from modern European history. It forms a link between the main regions impacted by the liberation of Europe in 1944-1945.



TRAVEL THE LIBERATION ROUTE EUROPE

- An inspirational travel book to the Liberation Route Europe to commemorate the 75th anniversary of the end of WWII, in 2019-2020.
- Produced in cooperation with Liberation Route Europe Foundation: authoritative yet accessible narrative.
- Inspirational content, with plenty of historical interest, stories and experiences.
- Full-colour and historical photography.
- Country and regional maps pinpointing the routes and points of interest.
- Selection of accommodation relevant to the liberation, which can still be booked today.
- The only comprehensive travel guide to the liberation: most other books focus on one aspect, like D-Day, whereas this book covers all major events across borders and much more.

ABOUT ROUGH GUIDES

ABOUT LIBERATION ROUTE EUROPE

roughguides.com

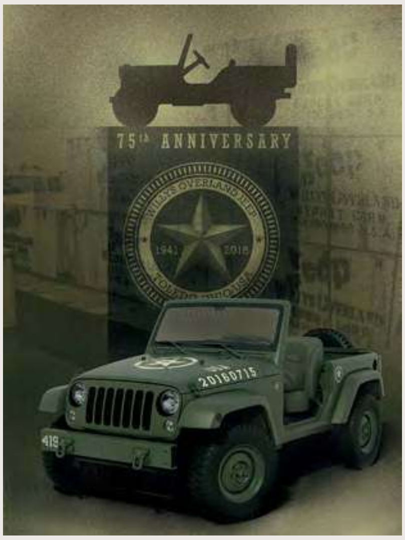
ROUGH GUIDES

TRAVEL THE LIBERATION ROUTE EUROPE

SIGHTS AND EXPERIENCES ALONG THE PATH OF THE WORLD WAR II ALLIED ADVANCE

Liberation ROUTE EUROPE

THE UNITED KINGDOM • ITALY • FRANCE • BELGIUM • LUXEMBOURG • THE NETHERLANDS • POLAND • THE CZECH REPUBLIC • GERMANY

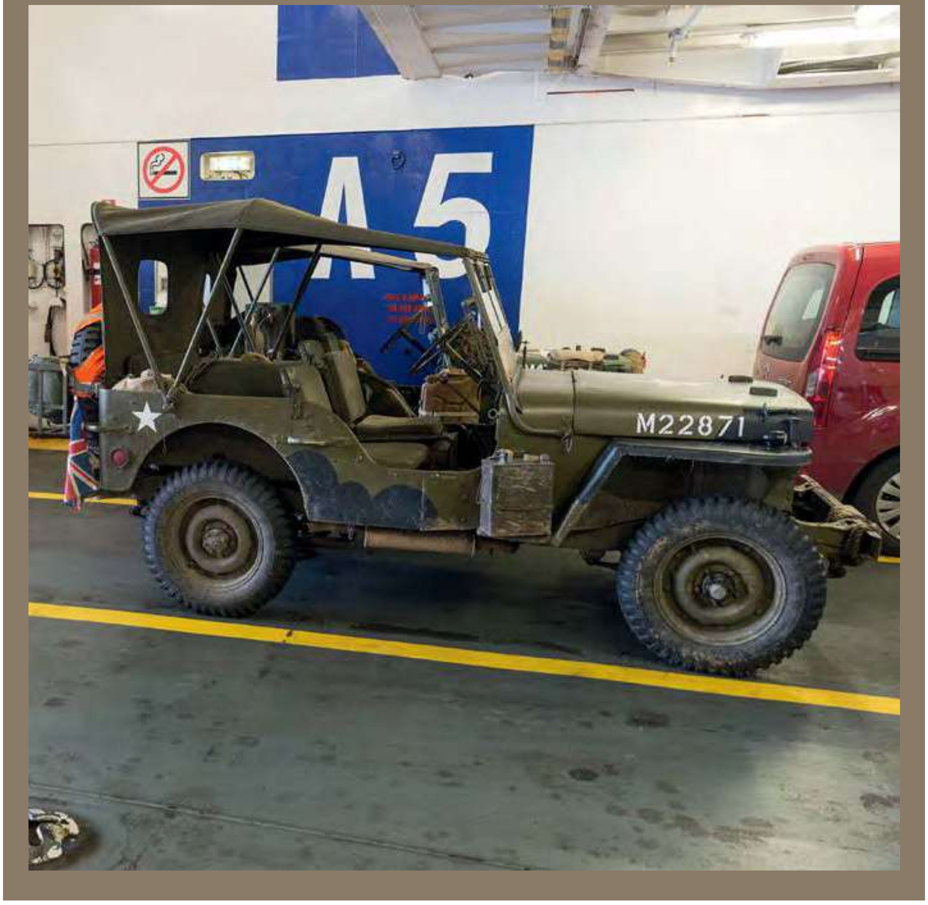


Jeep

The American-made Willys MB Jeep spawned a range of post-war 4x4s and, although the marque passed through various owners, it celebrated its 75th anniversary in 2016. **www.jeep.co.uk**

Getting to Normandy

A convenient way to travel to Normandy from the UK is to use the Brittany Ferries Portsmouth to Caen ferry. The French terminal is at Ouistreham, the area of the Sword Beach landings in 1944. This crossing is a cost-effective and simple way to get close to the area of the Normandy landing beaches. **www.brittany-ferries.co.uk**



What's On

June 1

G503 Military Jeep Meet
Stop Bar, Ste-Mère-Église, Normandy - 15:30hrs
www.facebook.com/ events/814132125422494/

June 4

Daks over Normandy Practice Jump
Duxford, England
To commemorate the 75th anniversary of the D-Day landings
info@daksovernormandy.com
www.daksovernormandy.com

June 5

Daks over Normandy Jump
Carpiquet, Normandy, France
To commemorate the 75th anniversary of the D-Day landings
info@daksovernormandy.com
www.daksovernormandy.com

June 6

Inauguration of the British Army Memorial
Ver-sur-Mer, Normandy - 12:00hrs
commune.versurmer@wanadoo.fr

June 7

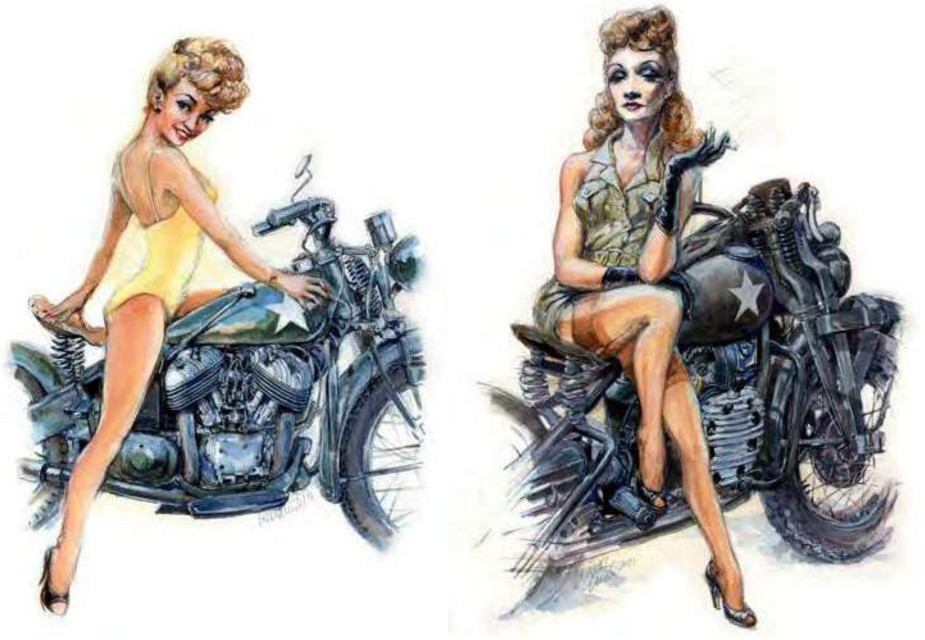
Liberation of Port-en-Bessin
Historic parade and celebrations to commemorate the 75th anniversary of the liberation of the town by 47 Royal Marine Commando - 15:00hrs
www.47commando.org.uk

June 8

Jeeps Back in Normandy.
G503 meeting
Parking next to the Casino (D514), Luc-sur-Mer, Sword Beach, Normandy
www.facebook.com/ events/709547156097420

June 15-16

Devon D-Day
Hosted by Cobbaton Combat Collection and Devon Area MVT
A UK weekend of beach-based activities commemorating the Assault Training Centre at Saunton Sands and Braunton Burrows near Barnstaple in Devon.
www.assualttrainingcenterfriends.co.uk



Louise Limb Art and Illustration

The illustrated maps and other illustrations in this publication are the work of Louise Limb. She is an artist, illustrator, writer and photographer known mainly for her work with automotive subjects and culture. Born in Belfast, Louise graduated with a BA Honours in Fine Art from Leeds University in 1982 and later, in 2008, an MA in Print Making (with Distinction) from Leeds Metropolitan University. Louise has been producing illustrations for *Back Street Heroes*, the European custom bike magazine since it was launched in 1983. She has a particular fondness for old bikes, cars and almost anything with hot rod in its name and has been known on occasion to produce 'proper art'. As well as her regular contributions to *BSH* and *Classic Land Rover* magazines, Louise also works on Classic Military Vehicle magazine as a photographer and writer as well as supplying illustrations. Find out about more of her work at **www.louiselimb.com**.

Organised Groups

If you want to understand our nation's and your family's connection to the past, there is no better way than to visit the battlefield sites and the places where history was made.

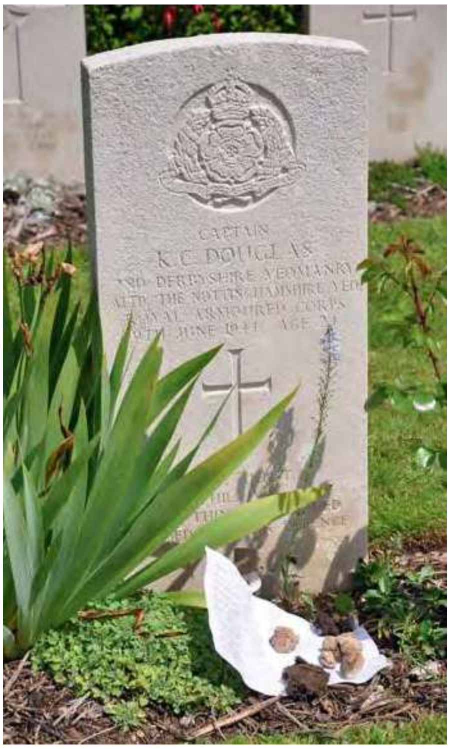
Leger Holidays have been operating for more than 10 years and now run more than 75 historic guided tours including World War One and World War Two, Anniversary tours, Napoleonic tours and American Civil War battlefield tours.

Leger's Battlefield tours are truly inspirational journeys of remembrance and discovery.

www.legerbattlefields.co.uk

Keith Douglas

Keith Douglas (1920-1944) was both a prolific poet and a committed member of the Officers Training Corps at Oxford University. When World War Two broke out he enlisted and, having passed out from the Royal Military College at Sandhurst, was commissioned into the 2nd Derbyshire Yeomanry. He was posted to Palestine in 1941 and transferred to the Nottinghamshire (Sherwood Rangers) Yeomanry. When his regiment began fighting in El Alamein in 1942, Douglas had been instructed to stay in Cairo as a staff officer but, against orders, made his own way to the battlefield where, because of the shortage of men due to casualties suffered, he joined an armoured unit of the Eighth Army. He detailed this experience in his memoir Alamein to Zem Zem, which was illustrated with his own drawings and published posthumously in 1946. Returned to England in late 1943, he took part in the Normandy landings on June 6, and was killed three days later during the push inland from Bayeux. After the war his remains were reburied in a grave in the Tilly-sur-Seulles CWGC War Cemetery.



Poet Captain Keith Douglas is interred in plot 1, row E, grave number 2 of the CWGC cemetery on the D13, approximately 1km from Tilly-sur-Seulles

Simplify Me When I'm Dead

Remember me when I am dead
and simplify me when I'm dead.

As the processes of earth
strip off the colour of the skin:
take the brown hair and blue eye
and leave me simpler than at birth,
when hairless I came howling in
as the moon entered the cold sky.
Of my skeleton perhaps,
so stripped, a learned man will say
"He was of such a type and intelligence," no more.
Thus when in a year collapse
particular memories, you may
deduce, from the long pain I bore
the opinions I held, who was my foe
and what I left, even my appearance
but incidents will be no guide.
Time's wrong-way telescope will show
a minute man ten years hence
and by distance simplified.
Through that lens see if I seem
substance or nothing: of the world
deserving mention or charitable oblivion,
not by momentary spleen
or love into decision hurled,
leisurely arrive at an opinion.
Remember me when I am dead
and simplify me when I'm dead.

FURTHER READING

CURRENT

The Defeat of Germany Then and Now

***Edited by** Winston Ramsey*
***Publisher:** After The Battle*
***Year:** 2015*
***ISBN:** 9 781870 067843*
***Language:** English*
***Size:** 31.2 x 22.3cm (12 x 83/4 in)*
£44.95
www.afterthebattle.com

The authoritative After the Battle Publications' *Then and Now* books are painstakingly researched to provide accurate and comprehensive records of various military campaigns. The recently published *The Defeat of Germany Then and Now* includes much of the campaign in Normandy. A glance at the specifications of this hard-back – 544 pages and more than 1500 Illustrations – suggests that this is a book to take seriously.

Its source material is from official channels. Although more than 500 correspondents, photographers and broadcasters had been accredited by the Public Relations Division to cover the D-Day invasion of France, SHAEF also decided to issue its own daily communiqués, charting the progress of the battle, to be released under the signature of a former US pressman, Lieutenant Colonel D Reed Jordon, the Chief of the Communications Section. In the following months, nearly 400 communiqués were released by SHAEF and these are reproduced in this book. They were designed mainly as a guide for the press covering battlefield activities, so descriptions of the horror, the suffering and the destruction that go with each shell fired and each bomb dropped were left to the news reporters and photographers nearer the action.

In the usual Then and Now way, alongside the measured text of the official communiqués, hundreds of photographs – many complete with censor deletions – taken by war photographers in France, Belgium, Holland, Luxembourg and Germany, are reproduced next to the recent comparison photos taken by After the Battle personnel. Illustrating the battles by the Allies to liberate Western Europe, it follows the fighting month by month, from D-Day in Normandy until the final defeat of Nazi Germany.

It is arguable that, at £44.95, this book isn't cheap. Another way to look at it is this; if it's the only book you need to buy, then it is value for money. I have been poring over this book since I got it, letting cups of tea go cold unnoticed, because it is so informative. A few of the pictures that are included in the book you may recognise as the SHAEF 'press' images were widely circulated, but there are lots you won't have seen. There's even a chance that with the photos you do recognise, there's something to be learned because the whole of the original caption is here - something that's often missing from other publications. For those of us who have been to these battlefields or are planning to go in future, this book is destined to become an invaluable reference work especially for those who intend to visit the crossroads and villages where history was made.

AUGUST 1944
BREAK-OUT

THE DEFEAT OF
GERMANY
THEN AND NOW

A SOLDIER
OF THE
1939-1945
WAR

Commonwealth War Graves Commission (CWGC)

The Commonwealth War Graves Commission owes its existence to the vision and determination of Sir Fabian Ware. He was neither a soldier nor a politician but was well placed to respond to the public's reaction to the enormous losses of World War One. At the age of 45 he was too old to fight but became the commander of a mobile unit of the British Red Cross. Saddened by the number of casualties, he felt driven to find a way to ensure the final resting places of the dead would not be lost forever. His vision chimed with the feeling of the time and, under his dynamic leadership, his unit began recording and caring for all the graves it could find. By 1915, their work was given official recognition by the War Office and incorporated into the British Army as the Graves Registration Commission. Ware was keen that the spirit of Imperial cooperation evident in the war was reflected in the work of his organisation. Encouraged by the Prince of Wales, he submitted a memorandum to the Imperial War Conference. In May 1917, the Imperial War Graves Commission was established by Royal Charter, with the Prince serving as President and Ware as Vice-Chairman. The Commission's work began in earnest after the Armistice. Once land for cemeteries and memorials had been guaranteed, the enormous task of recording the details of the dead began. By 1918, some 587,000 graves had been identified and a further 559,000 casualties were registered as having no known grave.

At the beginning of World War Two, the Imperial War Graves Commission had only just finished the work of building cemeteries and memorials to commemorate the fallen of the previous war. New cemeteries had to be built on old battlefields while lists of the missing were again compiled. New memorials were erected to ensure that all Commonwealth servicemen and women would not be forgotten.

The Commonwealth War Graves Commission (CWGC) honours the 1.7 million men and women of the Commonwealth forces who died in World Wars One and Two, and ensures they will never be forgotten. Its work commemorates the war dead, from building and maintaining cemeteries and memorials at 23,000 locations worldwide to the preservation of extensive records and archives. Its values and aims, laid out in 1917, are as relevant now as they were 100 years ago. The Commission's principles are that each of the dead should be commemorated by name on the headstone or memorial, headstones and memorials should be permanent and uniform. There should be no distinction made on account of military rank, race or creed.

Since the CWGC's establishment by Royal Charter it has constructed 2,500 war cemeteries and plots, erected headstones over graves and where the remains are missing, inscribed the names of the dead on permanent memorials. Today, the Commission commemorates more than a million burials at military and civil sites in more than 150 countries and territories. Of these some 581,000 are from World War Two in cemeteries and memorials across the globe.

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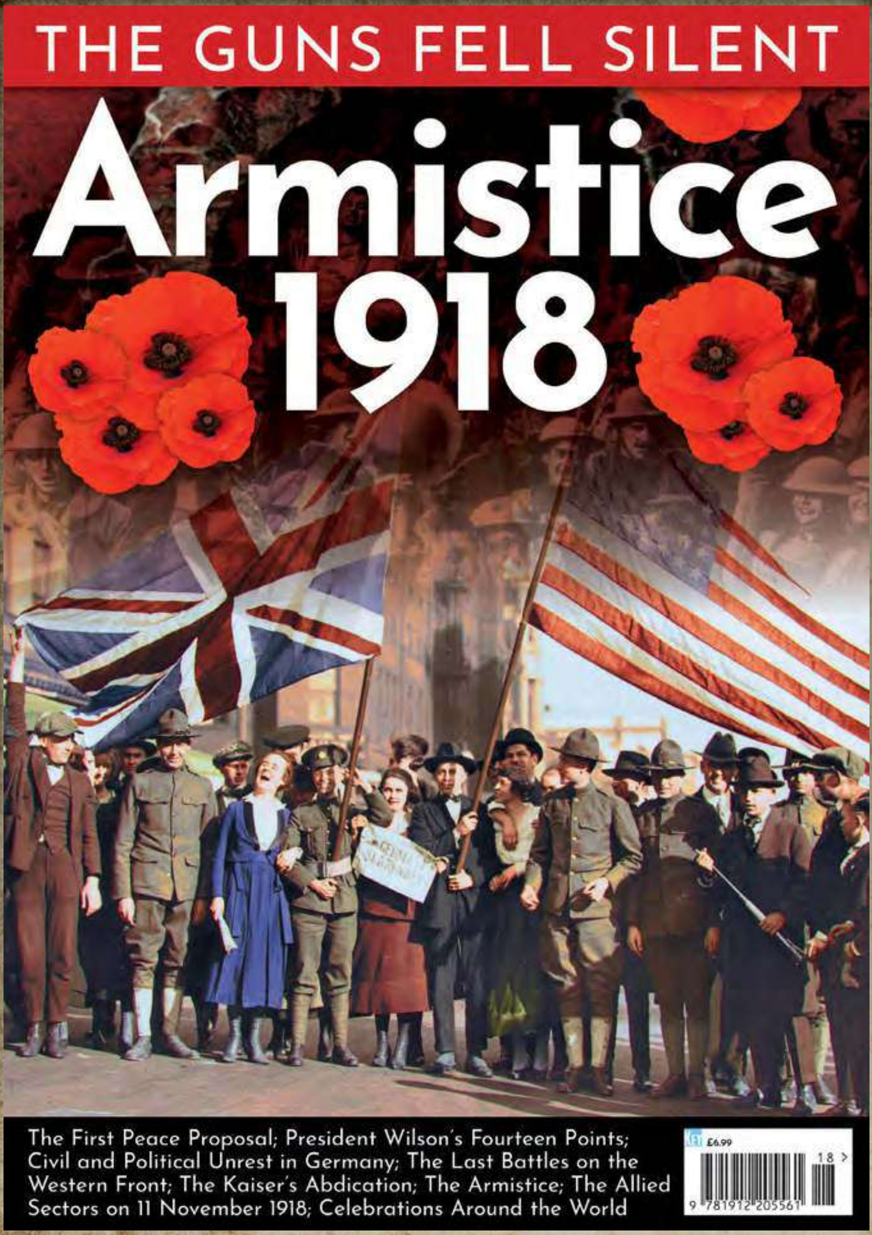
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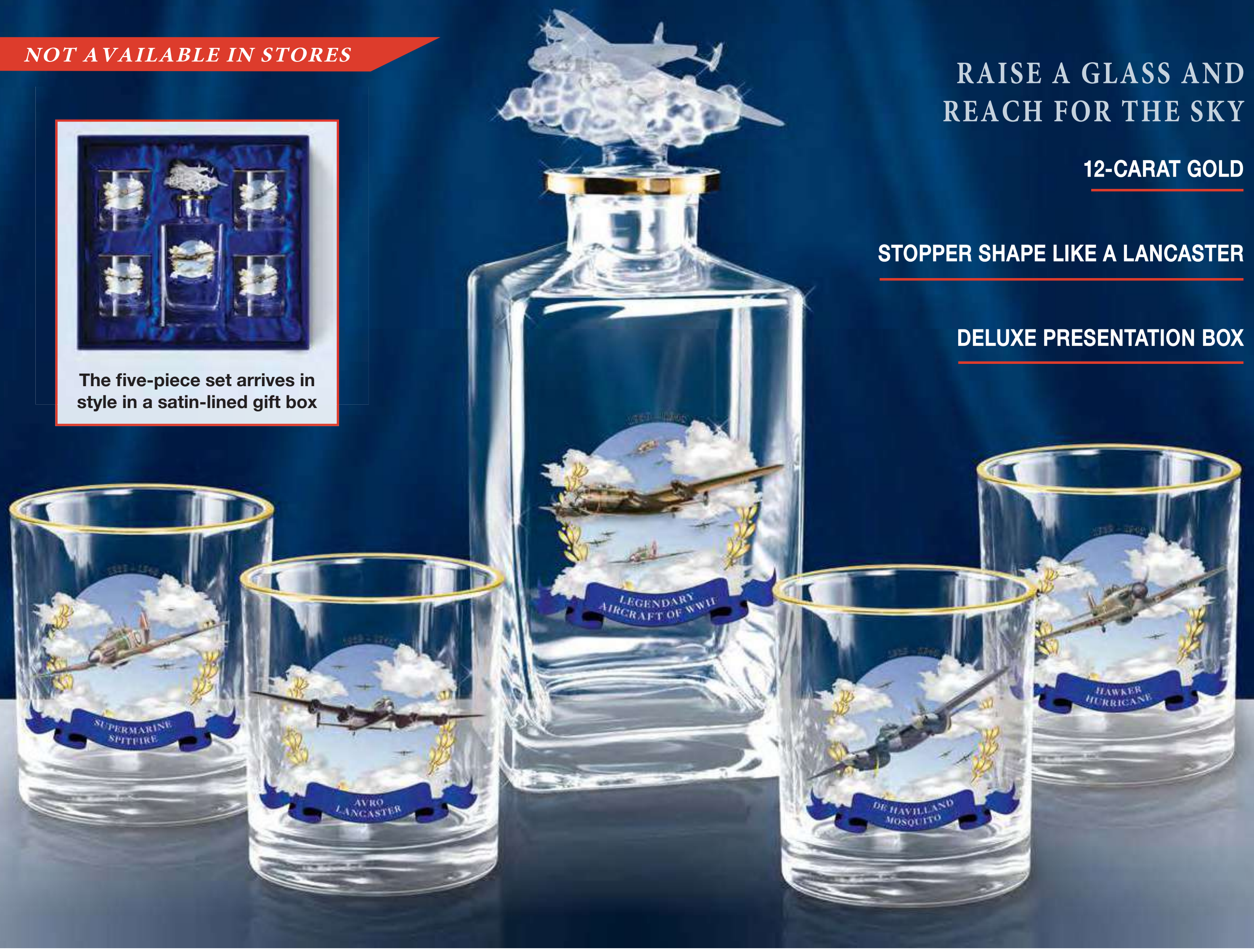

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